

MANUFACTURERS' RECORD

A
WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

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[Continued on Page 73.]



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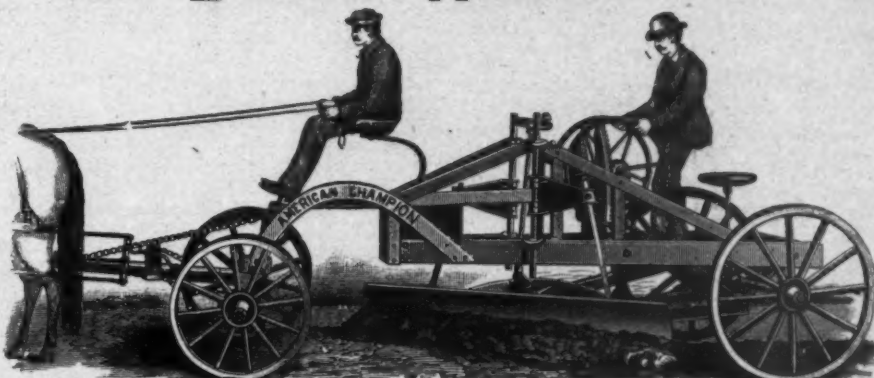
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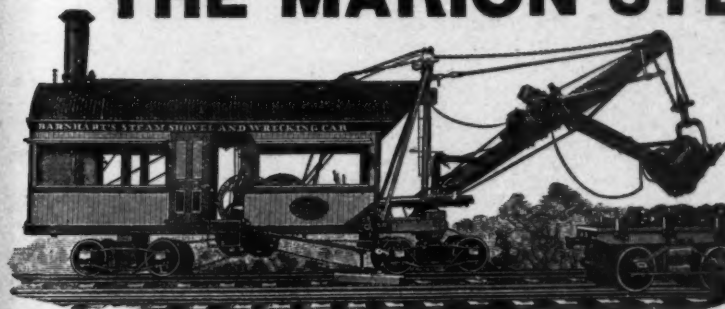
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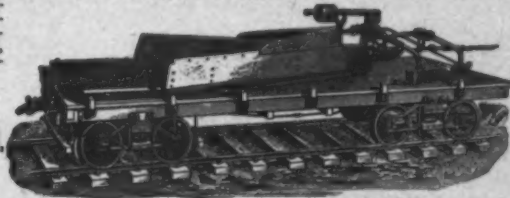


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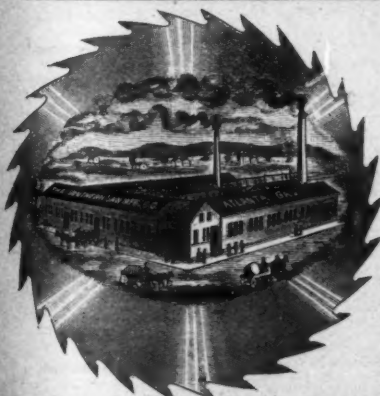
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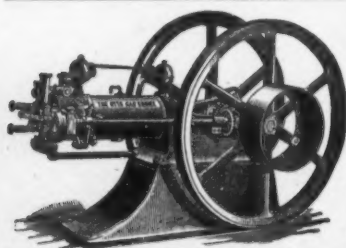
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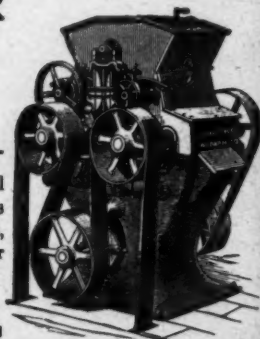
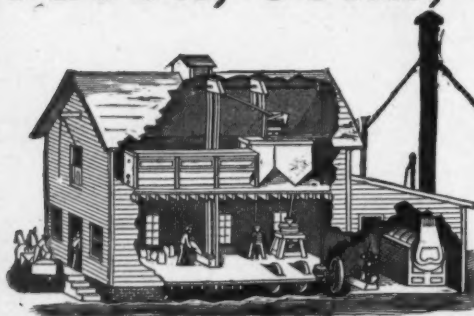
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MANUFACTURERS' RECORD

A Southern Industrial, Railroad and Financial Newspaper.

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WEEKLY.

BALTIMORE, DECEMBER 5, 1891.

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Manufacturers' Record

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BALTIMORE, DECEMBER 5, 1891.

It is reported in Savannah that the South Bound Railroad will be extended to Monroe, N. C., where it would form a junction with the Seaboard Air Line system, thus creating a new route between the North and the South. It is also, it is said, intended that a connection shall be made by which the South Bound can reach the Roanoke & Southern Road, which would make a direct line from Savannah to Winston, Roanoke and all the country reached by the Norfolk & Western and the Shenandoah Valley Railroads.

CONSTRUCTIVE work began last Saturday at Galveston on what, when finished, will be a grain elevator with a capacity of 1,000,000 bushels. The Galveston Wharf Co., which has ordered this elevator, has decided to put up another shortly. A press dispatch says that the arrangements of the company and the outlook for the coming season, the officers of the company say, will require several large elevators for the foreign wheat export trade from this city, which began this year, and was limited, owing to the lack of facilities. The officials say that they will secure the surplus grain product of Texas, and divert a large portion of that of Kansas and Nebraska to this city for foreign shipment.

Atlanta's Growth as Illustrated by House-Building and Diversification of Manufactures

Atlanta is a good illustration of the whole South. Its growth typifies the growth of the South. It is not a new industrial town like Birmingham, Roanoke and other places, and its prosperity is not based on any one line of business. It is simply an old city whose advantages are the general advantages of the whole South. It has never built any iron furnaces and has no coal mines, and hence its industrial life and prosperity have been dependent upon those general conditions which furnish a foundation for the prosperity of this whole section. Moreover, its business men are mainly of Southern birth, and their energy and enterprise illustrate the powers of success of the people of the South just as that city's solid advance and the diversification of its interests mark the steady advance of the South. Like all other places in the world, Atlanta has felt the financial stringency of the last twelve months, but it has gone right straight ahead building new houses, large and small, and adding to its manufacturing interests. The Constitution, in a review of house-building operations for the year, gives a detailed list showing every house that has been erected and the cost. Omitting all houses on which work had been commenced prior to January 1, 1891, this report shows that since that date there have been built in Atlanta 749 houses costing \$1,790,025. This list includes houses of all classes from the smallest cottage to the costly residence and the fine business block, and it shows how rapidly this city is growing. Steadily from year to year Atlanta has pushed forward, building houses rapidly, but not in excess of the demand.

If we look to see what is the basis of this progress and prosperity, it will be found that it is not in the possession of a few gigantic industries, but in a multiplicity of small enterprises, that make Atlanta's industrial life probably more nearly alike that

of New England's than any other city in the South. It is not known for any one great industry, but it manufactures almost everything. As the Constitution justly says, it "manufactures everything from an iron bridge to a steel pen." There are hundreds of little shops that are almost unknown even to the people of Atlanta which are daily turning out some line of manufactured products and gradually expanding into larger concerns. This is the growth that, almost unseen, or at least not fully realized, is going on everywhere in the South, and while Atlanta leads in this great work, the whole South is falling into line and is steadily building up its diversified manufacturing interests.

The Quality of Southern Steel

In the letter of the St. Louis Stamping Co. that appears elsewhere in this issue the following significant statements are made: "The steel from the Southern Iron Co., of Chattanooga, Tenn., is an excellent article for the manufacture of tinplates. We should not be surprised if, in time, Tennessee becomes one of the great centers of this industry." This is valuable testimony to the excellence of the Chattanooga steel, for it is volunteered by practical operators who are using it, and know what they are talking about. The MANUFACTURERS' RECORD has never doubted but that centers of tinplate-making would be created in Tennessee and in several other Southern States. It is but a question of time, and a short time at that.

"THE IRON ORE BEDS OF POTTS VALLEY, VA.," is the title of an attractive 38-page pamphlet by Messrs. H. A. Holt and A. C. Snyder, of Lewisburg, W. Va., which gives a plain practical review of the iron-ore resources of that region as shown by a summary of a large number of reports by well known geologists. Those who are interested in the study of a section which promises to become one of the leading iron-mining and manufacturing centers in the country will find this pamphlet of much value.

A Great Opportunity for Texas.

Just as Texas was about entering upon a period of industrial development that would have made that State as noted for its iron, cotton and lumber manufactures as it is now for its great agricultural products, its progress has been halted by alien land laws that must inevitably, unless repealed, prove of incalculable harm to every interest of the State. It is amazing that men should have been so shortsighted, even if they made no claims to business honesty and integrity, as to have passed such laws. The MANUFACTURERS' RECORD cannot believe that a majority of the voters of Texas are willing to endorse the action of the last legislature, and, though many of them may have thoughtlessly approved this action at the time, they must certainly realize now what a great mistake was made. The honor of the State is at stake. Men who have invested millions in Texas in the past will no longer put money there unless prompt action is taken to repeal this unjust alien land law. If from no higher motive than that honesty is the best policy the people of Texas should act promptly in proving to the world that they are not enemies to capital.

Texas never had a grander opportunity to do a great thing than now. If its people should at once demand and enforce their demand that all unjust laws which seek to confiscate the property of others, or which are aimed at capital as though it were the State's worst enemy, be repealed and announce to the world that Texas welcomed the investment of outside money, and that it pledged its faith to the fullest protection of all capitalists or corporations that were honestly engaged in any enterprise that looked to the development of the State, whether it be in building railroads, in opening mines, in building furnaces, in loaning money, or in agricultural pursuits, there would be such a flow of capital and such activity and prosperity as has never been seen in any Southern State. Will

Texas do this? The men who have led in the development of that State, the men who to-day control its vast business interests, have it in their power, we believe, to accomplish this great work.

Suppose.

Suppose the grain crops of the United States next year should be small.

And it is hardly probable that the enormous yields of this year will be followed by another year of as great abundance.

Suppose Europe should also have small crops.

Suppose either the United States or Europe should have short crops, and it is not probable that both will have large crops.

Under any of these conditions prices for grain would continue high, as the world will have very short stocks carried over into the crop year of 1892.

If both Europe and America should have small crops, which is a possibility, it is difficult to say where prices would go.

Under these circumstances, what are Southern farmers going to do? Are they going to raise another large cotton crop and sell it at a loss, and buy their corn, wheat and provisions, or are they going to raise their own foodstuffs of all kinds, as they can readily do, and be independent of the price of Western corn and bacon, and then have a smaller cotton crop at higher prices as a surplus.

The present low price of cotton will prove a blessing if it drives Southern farmers to raising their own foodstuffs.

THE South furnishes the North with a large percentage of its daily food and table delicacies. Besides fish, oysters and sea fowl in their season, it forwards many kinds of fruits and vegetables. Just now New Orleans is supplying egg plants that retail at 50 cents each, while Norfolk's truck farmers are shipping green peas that command 60 cents a peck, also butter and string beans that retail at 20 cents a quart. These last three articles illustrate the favorable climatic conditions that have made the truck farmers of Norfolk prosperous. Beginning shipments of garden stuff before the frost is out of Northern soil, they keep up a perpetual succession through the spring and summer, winding up their season by shipping late in the fall second crops of beans and peas.

THE MANUFACTURERS' RECORD has repeatedly referred to the manufacture of fertilizers from the slag of basic steel works, and it notes with pleasure that a complete plant of that kind is being erected at Chattanooga to use the slag from the basic steel works at that place. The Southern Equipment Co., of Chattanooga, is building this factory.

Making False Charges.

The Birmingham Chronicle recently published the following:

CORPORATION NEWS.

The Mammoth Manufacturing Company—Capital Stock \$1,750,000.

Isaac P. Gilbert, of Michigan, and John T. Lee and Edwin R. Thurman, of Tennessee, have filed in the probate office the declaration of incorporation of the "Mammoth Manufacturing Company."

The capital stock is \$1,750,000.

The principal place of business is to be Birmingham.

The object is the manufacture of agricultural implements.

THE MANUFACTURERS' RECORD, thinking that there must be some mistake, made no mention of this except in a brief paragraph or under its "Construction Department," to which it added, "the capital stock is said to be \$1,750,000, but there is probably some error in the report." In the meantime it immediately commenced the investigation of the correctness of the report, as it does of every reported enterprise, no matter how insignificant it may be. But the Birmingham Age-Herald, without taking any trouble to investigate the matter, denounced the report as false and preposterous, and used it as an excuse for a very unjust attack upon Southern industrial papers and their reports of new enterprises. A few other papers, having, we suppose, nothing else to do, adopted the criticisms of the Age-Herald without, of course, knowing anything more about it than the Age-Herald. To all of them we commend the following letter from Mr. J. F. Lee, of Nashville, the secretary of the Mammoth Co.:

NASHVILLE, TENN., Nov. 24, 1891.

Editor *Manufacturers' Record*:

Your information is about correct. The "Mammoth Manufacturing Co." has a capital of \$1,750,000, full paid and non-assessable; plant to consist of 24 one-story brick buildings, 20 of which are to be 50x300, fitted with new machinery throughout, with capacity to employ 1,500 to 2,000 men, mostly skilled mechanics. The business is one long established, and is being concentrated and renovated. We will manufacture lumber, hubs, spokes, handles, wagons, carriages, plows of all kinds, cultivators, seeders, planters and all kinds of agricultural implements; also publish an agricultural journal, etc. Have not yet decided upon a location, but are considering the advantages offered by several different points. Not ready to purchase machinery. The "Mammoth" will be one of the largest concerns of the kind in the country.

JOHN F. LEE, Secretary,
9th street and Sylvan avenue,
Nashville, Tenn.

Now we cannot go behind that. Possibly the Age-Herald will say that Mr. Lee's statements "are false and preposterous." We know nothing of the subject beyond what Mr. Lee says, but certainly any paper is justified in publishing the statements which are made so explicitly as these.

Will the Age-Herald and the papers that followed its lead be honest enough to publish this or to withdraw their criticisms? We doubt it.

THE MANUFACTURERS' RECORD has disproved many criticisms of this

character, but it cannot recall that any paper that attacked its statements without investigation was manly enough afterwards to admit its error. Possibly this will not be so this time.

THE BALTIMORE MANUFACTURERS' RECORD, in announcing the establishment of five steamer lines from Norfolk to London, Liverpool, Glasgow, Havre and Antwerp, calls attention to the growth of business done at Southern ports as illustrated in the exports for October, \$44,100,000 having been shipped from ports south of Philadelphia, against \$58,000,000 from the rest of the country. It is inevitable, as soon as the Southern States shall have been adequately supplied with railway facilities that will enable their people to reach tidewater with their products over shorter routes, that the business of the Southern Atlantic and Gulf ports will be largely and permanently increased. As there is no harborage on the coast that compares in point of facility and in nearness to the bulk of production for export with the magnificent harbors of Virginia, so there can be no danger that business once established there will ever be lost. The export trade drifts that way by reason of gravitation in the direction of advantage, and Virginia, though torn in two by civil convulsion, is destined to resume her early place among the foremost of American Commonwealths.—Phila. Daily Record.

The Philadelphia Record gives high praise to the great harbor of Hampton Roads, around which Norfolk, Newport News and Hampton are building up. Nature has decreed that one of the world's big cities shall be established there. The South, however, has other good harbors and other prospective large seaports. Charleston, Savannah, Mobile, Galveston and New Orleans are all taking on new life, and probably before long Port Royal, which has one of the finest natural harbors in the world, of sufficient depth to accommodate almost any vessel, will no longer be bottled up by railroad combinations, and when this takes place there will be a chance for another large seaport.

It seems to be as certain as anything can be in mundane affairs that the Three Cs Railroad will soon settle all its outstanding indebtedness, be taken out of the custody of the several receivers, and begin the work that remains to be done to make it a great trunk line. This information came to the MANUFACTURERS' RECORD from several distinct sources, all entirely trustworthy. The great States of Kentucky, Tennessee, Virginia and the two Carolinas are to be congratulated on the hopeful outlook for the speedy completion of this railroad, which will be, when finished, of inestimable advantage to them and to the entire country. Details of the reorganization of this company will, it is promised, soon be given to the public. Although some heavy work is to be done on the line, it is claimed that the company will have ample funds for completing the unfinished gaps and equipping the whole road.

"MONEY WANTED" advertised free of charge by the MANUFACTURERS' RECORD.

A New Departure.

American municipal securities have never, it is said, in the past been offered upon the London market. The first attempt in this direction has been made by the City of St. Louis, in whose behalf Messrs. Coates, Son & Co., of 99 Gresham street, London, E. C., recently invited tenders for £500,000 sterling 4 per cent. twenty-year gold bonds, in bonds to bearer of £100. Each with half-yearly interest coupons attached. The interest and principal alike were made payable in London, at the National Bank of Scotland, Limited. The advertisement set forth at length the soundness of these securities and such particulars concerning St. Louis as would be reasonably certain to convince conservative investors that here were bonds safe beyond a peradventure.

Of this "new departure in investment," as the City Leader terms it, that paper says editorially:

"A totally new feature is introduced into our list of investments by the issue of 4 per cent. bonds of the city of St. Louis in London to-day. We have American railroad bonds in plenty on our market, most of them good and many of them so absurdly cheap just now that it is a mystery why they are not more readily snapped up. But of American municipal securities we know nothing in this country. Home corporation bonds, as a rule, are absorbed in the localities to which they belong, but a new country has its capital too thoroughly employed in new industries to have a surplus available for such investments, which from their character always command high prices and yield comparatively small returns. We are rather glad, then, to welcome as an addition to our list of gilt-edged securities this small St. Louis loan of half a million sterling.

St. Louis is familiar on this side as one of the biggest cities in the Union; it seems it is the fifth in size, with a population of "about" 517,770, last year's census results seeming to be little uncertain. But the town is better known to us as a railroad center, and, thanks partly to the famous bridge over the Mississippi, many of the most important roads are focussed there. Prosperity comes to a Western town in proportion as it becomes a railroad center, and St. Louis is only second to Chicago in this respect in the West.

After quoting in full the financial statistics of St. Louis, and of the laws governing the issue of these bonds, the City Leader said:

Such a detailed sketch of the ample security behind the new 4 per cent. loan, which is intended to redeem maturing 6 per cent. bonds, is necessary, or it would seem strange that a perfectly new class of investment should be offered to the British public on the present terms. For while, as usual with our own municipal loans, the stock is put up to tender, no offer lower than par will be accepted. This is somewhat bold, considering the novelty of American municipal issues in this market, but when it is found that no home corporation bond, and no first-class colonial city loan yields so much as 4 per cent., par for a 4 per cent. bond backed by such security as we have described is far from outrageous. The currency of the bonds is twenty years, a fair term, and the principal as well as the interest is payable in London in gold. All the St. Louis bonds, with the exception of a trifling amount, are payable in gold, so that the city as an organized corporation is

committed so definitely to "hard money" that, irrespective of the specific gold contract, there is no fear of the security behind the issue being reduced by any participation in currency inflation pranks. A city whose obligations are uniformly due in gold is not likely to allow payments into its treasury to be made on any but a gold basis. Altogether the St. Louis loan seems to be one which may very properly be recommended to the favorable attention of investors.

OHIO and Pennsylvania both buying Virginia coal would have been regarded but a few years since as a "wild phantasm of distorted mind," but to-day witnesses the actual existence of this state of affairs.—Shendun (Va.) News.

Yes, and nine foreign steamship lines sailing from Newport News and Norfolk, Alabama iron pipe shipped to Spokane Falls, the ocean greyhounds making their fast runs on Virginia coal, and hundreds of other things of this kind would not only have been pronounced visionary, but the paper that dared to predict them would have been ridiculed even by some of its Southern contemporaries. And yet great events in Southern industrial and commercial history are moving faster than ever before, but, because of a temporary depression due mainly to the condition of the world's financial markets, or because they regard only some particular place and fail to take a broad view of the forces at work for advancing the South as a whole to its destined place in commercial and industrial matters, a few Southern papers have become pessimists, and prefer to pull down rather than to help to build up.

Now that the question of how to secure good roads is being so widely studied North and South, the work entitled "A Move for Better Roads," published by Messrs. Henry Carey Baird & Co., of Philadelphia, deserves the most general circulation. This book is the outcome of an offer of three prizes made by Mr. William H. Rhawn, of Philadelphia, through the civil engineering department of the University of Pennsylvania, for the best papers upon road making and maintenance. A large number of valuable papers by well-known engineers were received, and the successful ones, with a synopsis of other contributions and a review by Mr. Lewis M. Haupt, C. E., professor of civil engineering in the University of Pennsylvania, with an introduction by Mr. Rhawn, are all gathered in this volume. The whole subject of road-making and maintenance are thus fully covered, and those who are seeking to secure better roads in the South will find this work of the greatest value.

THE probability that the Roanoke & Southern Railroad will be completed and ready for traffic between Winston Salem and Roanoke early in January has prompted the Commercial Club of Roanoke, Va., to initiate preparations for the celebration of an event fraught with interest to the people of both cities and of all the intermediate territory.

The Orange Production of Florida.

Florida's orange groves increase in area annually and furnish a supply of delicious fruit to the country while steadily increasing the wealth of that State. It is estimated that this year's crop will run from 3,800,000 to 4,500,000 boxes. With these, and with California's contribution of at least 1,500,000 boxes, the United States will not need to import any from the Mediterranean or the West Indies. Mr. Isaac Tuck, editor of the Fruit Trade Journal, is reported as saying that last season 100,000 boxes of Valencia oranges were received from Spain, while it is scarcely probable that more than 2,000 will be imported this year. There are several interesting features of the enormous increase of the orange production of Florida. The first is that every grove in bearing represents a number of years of patient waiting for a return for the labor and money invested. It has been charged that the South was in such a hurry to realize immediate results that its people had neither the patience nor the inclination to plant any except quickly-maturing crops. The orange groves, the banana and pineapple plantations, the olive and coconut orchards of Florida disprove that assertion.

It has been assumed by many that this business would be overdone and that the golden fruit would soon be so abundant that there would be no money in it for the cultivators. This is a groundless assumption. For every fine fruit of whatever kind there is a sufficient market in the United States and Canada, and the only reason for an occasional glut and prices too low for remuneration is that advance preparations were not made for wise and rapid distribution. Georgia's watermelon harvests have been exceedingly profitable some seasons and the reverse in others. There were never too many melons, but adequate arrangements had not been made for putting them within reach of distant consumers.

It should be borne in mind also that the orange is not as well known as the apple. There are hundreds of thousands of people in the United States who know it only by name. The writer was some six years ago in a flourishing mountain village less than 300 miles from Florida when a box of oranges was received by one of the merchants. As soon as the fact was known the citizens went in hot haste to get some for their children, that they might know what an orange was. To many of the adults it was as much of a novelty as it was to all the children. That one box was the pioneer of a trade in oranges that has since extended through a mountain section of many hundred square miles area. The orange does not have to force its way as do many other products of the field and orchard. It took years to create a popular taste for the tomato, which was first cultivated in this country in

1829, but which did not come into general use for nearly 20 years. But the orange captivates at once, and with each recurring season it is more highly appreciated. When it has been introduced everywhere in North America, Florida and the groves bordering the Mexican Gulf, with all that may flourish in California, will be none too many to supply the universal demand.

A Cotton-Tie Mill in Texas.

A correspondent of the MANUFACTURERS' RECORD, writing from Jefferson, Texas, says: "The Lone Star Iron Co., which has a charcoal furnace in blast making pig iron equal to the finest Scotch iron, is preparing to build a large cotton tie mill to supply Texas, Louisiana and Southern Arkansas. This company is also going to make merchant steel, bar and flat iron,—in fact it proposes within a few years to manufacture nearly all of its pig iron into the finished product. Another furnace will be built within eighteen months."

The Iron Situation.

Within the last ten days there have been quite heavy purchases of steel rails by the railroads, including 15,000 tons by the Norfolk & Western. The contracts for rolling stock have also been heavy, and it is estimated by the Philadelphia Press that the purchases in these two lines within the last two weeks will necessitate the consumption of nearly half a million tons of pig iron. Discussing the situation the Press says:

This represents not merely so much pig iron, but it means so much work at the rolling mills, etc., and is equivalent, therefore, to another half million tons of re-worked iron; but even this, if the demand was to stop there, would not go very far towards filling up the immense capacity for production. But it is regarded rather as an indication of what is coming later on. All the railroad systems in the country are earning big money, and as they are badly in need of equipments and repairs, much of that same money will come back to car shops, machine shops, rail mills, and through them again to the workingman, to the retail stores, until the entire machinery of the country is moving actively and harmoniously. As already stated, the orders definitely placed, large as they seem to be at first sight, are really only a trifle compared with the actual capacity, but other interests in the meanwhile are not in abeyance, so that in a measure these orders are so much clear gain. And, moreover, business is so interwoven that when one interest gets a start all others are more or less influenced in sympathy, and in view of what is certainly developing in other directions, it is believed that the movement of the past few days is merely preliminary to something which will be very much more pronounced at a later date. Some of the best informed business men think it is too late to expect much this year, and while that is by no means certain, it should cause no disappointment to find another brief period of dullness pending the holidays, and the usual suspension of work for stock-taking, etc. Be that as it may, it is gratifying to know that there is more actual business on hand, and more inquiry, than there has been for a long time past, so that if there is no further improvement during the next month or six weeks, enough has

already been secured to carry things very nicely into the new year, which will doubtless be able to give a good account of itself when it comes.

"Andy" Johnson's Home.

Among the tracts of land that go to make up the site of the industrial city which the Co-operative Town Co. proposes to build at Elizabethton, in Carter county, East Tennessee, is the home-place of ex President Johnson, which since his death until last Tuesday had been the property of his niece. On that day, however, the purchase of this and nearly 5,000 acres more was closed by the company named, a large part of the price having been paid in cash. Superintendent of the Census Porter is the president of the Co-operative Town Co., and will doubtless make a signal success of the undertaking.

COUNTING cotton at the gin is suggested by a correspondent of the Atlanta Constitution as the only accurate way to take the census of each year's crop. That paper approves the proposition and recommends as a preparatory measure that legislatures should pass a law requiring every ginmer of cotton to furnish weekly to some specified official a sworn statement of the number of bales he has ginned. In this way the extent of the crop would be known as fast as it was gathered, and the uncertainties that now give rise to speculation would be removed.

"THE LUMBERMAN'S HAND BOOK EDITION OF 1891" has just been issued by Mr. W. B. Judson, publisher of the Northwestern Lumberman. It is of great value to all lumbermen, as it covers a wide range of information in constant demand. It aims to present every existing rule of inspection and every State law which bears on the subject.

Texas Coal.

A dispatch from Eagle Pass, Texas, says: "The coal famine now prevailing in San Antonio is directing the attention of consumers to the Eagle Pass coal fields as a source of supply. The Indian Territory coal, which has supplied the demand for years, has recently found a more profitable market to the north and east, and as a result the question of cheap fuel has become a leading one among manufacturers and other heavy consumers at San Antonio. A leading coal dealer from the Alamo city was in Eagle Pass to purchase coal this week and found an abundance everywhere, but the veins are lying idle for the lack of capital to work them.

"When necessity compels the San Antonians to unlock their coffers and come to the assistance of the citizens of Eagle Pass, the question of a never-failing supply of cheap fuel in the greatest abundance will be settled."

Big Cotton Mills at Columbia, S. C.

COLUMBIA, S. C., November 28, 1891. Editor Manufacturers' Record: The report of a \$500,000 mill being erected here is true, and will be under way, as will other mills, soon as the titles are transferred to the company which purchased the canal. B. A. CHEW, Supt.

DEEP WATER AT SAVANNAH.

Prospects for a Great Port on the South Atlantic.

A SOUTHERN AND WESTERN COALITION.

The Entire South and West Are Endorsing the Scheme and Demanding the Deepening of the Harbor at Savannah as an Outlet for Western and Southern Freight.

The South and West Asking for a Deep-Water Port on the South Atlantic and Centering Upon Savannah—Cities and Commercial Bodies Are Endorsing the Scheme—Some Eminent Opinions—Views of Mr. Patrick Calhoun—What This Means to Savannah and the Whole South.

[Special Cor. MANUFACTURERS' RECORD.]

SAVANNAH, GA., Nov. 28, 1891.

That a great movement is in progress for the benefit of the whole South is evidenced by the widespread Southern and Western endorsements that are being made with unanimity and enthusiasm daily to secure deep water at this port. The South and West do not desire to longer send the produce and freight to the ports of the North for foreign shipment when a magnificent port may be established and maintained upon the South Atlantic coast, in easy and near access, by a proper expenditure of money by the government. There is little doubt now that all the country South and West to which Savannah is a nearer Atlantic port than New York is centering upon this port as a more accessible ocean outlet and way to the markets of the world, and proposes to open and develop it.

TABLE OF RAILWAY DISTANCES IN RELATION TO SAVANNAH.

	New York	Savannah	Over Savannah
	Miles.	Miles.	Miles.
Portland, Ore.....	3,172	3,235	3,138
San Francisco, Cal.....	3,358	3,269	3,168
Omaha, Neb.....	1,491	1,402	1,315
Salt Lake City, Utah.....	2,595	2,505	2,386
Kansas City, Mo.....	1,468	1,342	1,159
St. Louis, Mo.....	1,185	1,065	993
Memphis, Tenn.....	1,447	1,234	672
Nashville, Tenn.....	1,301	1,053	583
Chattanooga, Tenn.....	1,137	924	432
Birmingham, Ala.....	1,255	1,042	421
Montgomery, Ala.....	1,263	1,050	359
Atlanta, Ga.....	1,038	875	294

From the above table it will be seen that St. Louis, Kansas City, Omaha and other centers for the distribution of food products, as well as Chattanooga, Birmingham and other important points in the mineral section of the South, are many miles nearer to Savannah than to any of the Northern seaports.

The trouble with the Savannah harbor is, it has not at present sufficient depth to float the largest ocean vessels, particularly those for grain, which require an unusual draught. The present depth of the harbor is 22 feet, and the government has been yearly making small improvements. The demand now is that the government increase this depth to 26 feet immediately. The estimated cost of this improvement is \$3,500,000, and an effort will be made at the coming Congress by the Savannah people, backed by the country as far west as Omaha and as high up as Cincinnati, to have this appropriation made in a lump sum, so that the work may be pushed to a speedy completion. The commanding importance of the whole project and the strength of the endorsement make it pretty certain that Congress will heed the demand and make the appropriation at the coming session. If so, one of the greatest works in the South will be inaugurated, and Savannah will become one of the commanding cities on the Atlantic, "rivaling," as some of the active promoters of the scheme

declare, "in a short time, the larger Atlantic cities of the North."

The possibilities of Savannah as a port have long held an influence over Southern railroad arrangements. This has been felt as far west as the Mississippi, and is now even beyond it, and an eye has been kept for Savannah more or less strong, but stronger and stronger every year, for a number of years, in the railroad combinations that have been made in the South and lower West. Several of the changes of the last two years in Southern railroads have been almost directly effected by the influence of this port, to which they are now mainly directed for seaport advantages. As a demonstration of this see the following paragraph in the speech of Mr. Patrick Calhoun, vice president of the Piedmont & Danville Railroad, before the Georgia legislature, upon the Savannah deep-water question.

"I will state to you, gentlemen, a significant fact. When the great system that runs along the eastern slope of the Blue Ridge and passes out by Atlanta to the West, was begun in 1879 and 1880, and perfected in 1881, its tendency was to destroy the commerce of the South Atlantic ports. From 1881 to January 1, 1886, the commerce of Savannah decreased. From January 1, 1887, the commerce of Savannah took a turn, and on that date, mark you, began the changes in the transportation facilities of the Southeast, while at the same time this deepening of the channel of the river was going on, lessening the cost of transportation through that port. From January 1, 1887, to January 1, 1890, the commerce of Savannah grew from \$102,000,000 to \$153,000,000, gaining in four years \$51,000,000 of commerce, one-half as much as the city had gained in the 156 years of its former history."

It is a fact that cotton was carried from Memphis through Atlanta to West Point, further north (though West Point is a Southern port, yet passing Savannah), in the first period of which Mr. Calhoun speaks—from 1881 to 1886. But in 1886 the Richmond & Danville made traffic arrangements with the great Central Railroad system of Georgia (which the Richmond & Danville has since leased), with terminus at Savannah, and the commerce of Savannah began to grow. The Richmond & Danville system, in which Mr. Jay Gould is largely interested, now has (using Mr. Gould's Western lines) a direct line from Portland, Ore., on the Pacific, to Savannah, on the Atlantic, where their terminal property Mr. Jay Gould on a recent visit here estimated to be worth \$10,000,000, and is doing an immense business hauling Western freights to Savannah for ocean shipment, which is indicated by the recent increase in the commerce of the port, as stated by Mr. Calhoun. To-day Kansas City, Leavenworth and Omaha ship through this city to Europe.

So the importance and largeness of the present undertaking is immediately perceptible, and there is no saying what may be the extent of the growth of Savannah's commerce and the growth of the city within the next few years if deep water is attained, the fair chances of which there can be little doubt about.

Savannah people are jubilant over the prospects, especially the real estate holders, who see where fortunes will be made within the next few years by holding property, though I have information that some of the land companies will go to work at once to improve their properties and put parts of them on the market. The MANUFACTURERS' RECORD, which continually calls attention to the possibilities for good investments in the South, will not mind giving for the benefit of its readers the following list of the companies who have holdings of various importance in and around the city: The Savannah Investment Co., Chatham Real Estate & Improvement Co., Title

Guarantee & Loan Co., City & Suburban Land Co., Home Building Co., Jasperville Land Co., People's Land & Investment Co., Merchants & Mechanics' Loan Association, Southover Land & Improvement Co., Orlethorpe Land & Improvement Co., Citizens' Land Co., Avondale Land Co., Savannah Loan Co. All the lands of these companies will no doubt soon become very valuable.

The management of the deep water scheme is being conducted with a great deal of wisdom and foresight, and is in the hands primarily of the mayor of the city, Hon. J. J. McDonough, and the president of the Board of Trade, Capt D. G. Parse, who is one of the most sagacious men and one of the most powerful workers that the writer ever saw.

The story of the rise and progress of the project is somewhat like this: In July of the present year, at the call of the mayor of Savannah, a large meeting of representative Georgians was held in Savannah, which resulted in the appointment of committees to bring the subject of deep water for Savannah before the country. On August 12th the legislature of Georgia passed resolutions unanimously commending the project of deep water at Savannah after listening to a speech from Mr. Pat Calhoun, which many adjudge was the ablest of his life, and still further, on October 5th passed the resolutions appealing to her sister States for their co-operation and support in obtaining an adequate appropriation from Congress to enable the government to complete at once the plan adopted by Congress at its last session for securing 26 feet of water in the river from Savannah, Ga. to the ocean. These resolutions said:

"That it is of vital importance to the people, not only of this State, but of the entire South and West, that there should be a deep-water port on the South Atlantic coast through which may pass, over railroads of easy grades, unobstructed by snow and ice, the vast and rapidly growing commerce of this country, much of which is now, on account of insufficient depth of water, compelled to seek, with long and expensive rail hauls, Northern ports." The advantages of Savannah were recited in full and the wonderful progress in her foreign trade outlined, and it was resolved that the governor of Georgia be directed to communicate this action to the governors of the States of Alabama, Florida, Mississippi, Louisiana, Texas, Arkansas, Tennessee, Kentucky, Ohio, Missouri, Indiana, Illinois, Kansas, Nebraska, Iowa, Wisconsin, Minnesota and Michigan, especially as more directly interested in having a route opened to the Atlantic ocean through a Southern port possessing the advantages of Savannah, and to all the States as a work calculated to benefit the whole country, and ask the governors of each of said States to lay the matter before their respective legislatures with their official endorsement, requesting their respective legislatures by resolution to call upon their Senators and Representatives in Congress to aid and support by their influence and votes the Senators and Representatives from Georgia in their efforts to secure an adequate appropriation to enable the general government to at once vigorously prosecute to completion the work undertaken and already begun by them at Savannah, Ga., as demanded by the commerce of the whole country.

On November 1st Governor Northen transmitted these resolutions to the governors of the States named, with an urgent request that the matter contained be laid before the several legislatures, which will no doubt be done as these legislatures meet in the near future.

Since the action of the Georgia legislature the press in every part of the South and West has been advocating the deep-water plan, and many cities by council and many Boards of Trade and commercial

bodies have passed resolutions calling upon the legislatures of their States and upon their Senators and Representatives in Congress to advocate the plan.

Captain D. G. Parse assisted by Captain Harry C. Brown recently made a tour of the West and stirred great enthusiasm upon the subject. When Congress meets all resolutions and endorsements will be laid before the committee on rivers and harbors, and the appropriation urged.

One of the most notable endorsements comes from the city council of Galveston, Texas, whose harbor has just been improved by the South at great expense, which endorsement was received November 9th, and which calls upon the legislature of Texas to urge the completion of deep water upon the South Atlantic at Savannah, and calling upon the State's representatives in Congress to support the measure.

The Exchange of Memphis in joint session endorsed the plan on October 27th, and called upon their representatives to push the measure.

The mayor and council of Kearney, Neb., endorsed quite recently, calling upon their legislature to act. Cleveland, Ohio, endorsed November 14th; Starkville, Miss., recently; Hastings, Neb.; Senatobia, Miss.; the council and the Commercial Club of Nashville, Tenn.; city council of Brunswick, Ga.; Southern Interstate Road Congress at Atlanta; Cotton Growers' Convention at Atlanta; Board of Trade of St. Louis, Mo.; Augusta, Ga.; Board of Trade of Kansas City, which said: "Whereas this Board is in hearty sympathy, etc., and fully recognizes and appreciates the importance for immediate completion of the work at Savannah, Ga., in the interests of the commerce of the whole country, and especially due to the rapidly-growing section of the South and West; therefore, etc., resolved that this Board do hereby urge the legislature of Kansas to act favorably upon the appeal of the State of Georgia," also calling upon their representatives in Congress to aid the measure.

The mayor and council of St. Joseph, Mo., endorsed November 16th, also the Board of Trade, and called upon their legislators to aid.

L. W. Goode, president Commercial Exchange, Des Moines, Iowa, writes: "The Northwest is looking eagerly to such development." E. Manning, president Board of Trade of Omaha, Neb., anticipating the action of his board and endorsing, writes: "I do this because I consider that proper harbor facilities at Savannah will give to the Northwest an important outlet."

Governor Thayer, of Nebraska, says: "I most heartily approve. The almost imperative necessity for a deep-water harbor on the South Atlantic coast is apparent to all, and is of vital importance to the South and West."

And so the story goes. Governor Boise, of Iowa, endorses; also Governor Humphrey, of Kansas; Governor Buchanan, of Tennessee, and Governor Francis, of Missouri; also the Farmers' National Congress has endorsed the measure.

But one of the most notable features of the agitation is the unanimous support of the agricultural classes, who as far as Nebraska demand deep water, and are at work in co-operation with the commercial bodies to secure it. This, it is believed, will have great weight with Congress, as it is well known that the farming population seldom demand expenditures, but are rather inclined to retrenchment.

Capt. Harry Brown, of the Georgia State Alliance, is actively interesting all the Alliances of the South and West, and it is probable that every State organization will endorse the measure in the strongest kinds of terms.

Alliance endorsements have been made as follows: President Kansas State Alliance, president Texas State Alliance,

president Georgia State Alliance, president North Carolina State Alliance, president Missouri State Alliance, president Kentucky State Alliance, and the president of the Michigan State Alliance.

And the most significant fact of all is the resolution which was passed unanimously amidst applause by the National Farmers' Alliance Convention at Indianapolis one week ago. This endorsement is especially valuable, because of all the numerous projects and schemes for government aid that came before that body, Savannah's movement for deep water was the only one which received its indorsement. This speaks volumes in itself for the effort.

THE NATIONAL ALLIANCE BACKING.

The indorsement of the National Alliance is as follows:

"Whereas, The State of Georgia has petitioned the Congress of the United States to complete, at as early date as possible, the improvement upon the river and harbor at Savannah, Ga; therefore, be it

"Resolved, That the National Farmers' Alliance & Industrial Union indorse this movement as of importance to the commerce of the entire country, and requests the national Congress to grant the appropriation asked."

Some of the notable press comments are as follows: Speaking of the endorsement of the Farmers' National Congress, the Lincoln (Neb.) Call says: "The Call believes that the results of this and the coming Congresses will open new fields for the great resources of the West and new pathways across the Continent to its natural points on the Southern coast." The Kansas City Journal, in advocating the measure, says: "The importance of Savannah as the outlet to the sea for the products of the West is well known to the business men of Kansas City."

These, of course, are just the beginning of the endorsements, because the work began to take public shape only on November 1st, when the governor of Georgia sent out the resolutions to the governors of the States.

What does this harbor improvement mean to the South? It means possibly the beginning of one of the most wonderful pieces of development started in the South in recent years, if railroad arrangements with the West are preserved and further perfected, as it is believed they will be, when the products of the South and the great West will pour through Savannah port to the markets of the world; it means an increase of population in Savannah from 65,000 to 200,000 in a very short time, and prosperity to the whole section of country surrounding her, which will come in consequence of being near to a big city.

Savannah is already a city of importance, which is easily demonstrated by these figures: She is the second largest cotton port in the world, shipping last year 1,333,000 bales, or about one-seventh of the entire crop of the United States; she is the third largest rice port of the world, and sets the price for the world in naval stores, and controls the market; besides, she exports yearly about 120,000,000 feet of lumber. An average of over seven boats cleared her port for every day in last year.

The present wharf frontage of Savannah harbor is five miles, but there remains available and yet to be developed nearly twice as much more within the city limits, while the whole water front on both sides of the river from the city to the sea can be utilized if necessary.

In conclusion let the following words speak, which are a part of an address of Mayor McDonough, of Savannah, upon the deep-water question:

"Georgia is building up in every direction. Immigration is pouring in from the Northern States. The character of this immigration is such that it builds up not

only diversified agriculture, but manufactures of various character.

"The success of these enterprises within the last few years has been phenomenal; as is attested by the enormous increase in wealth and appreciation in value of real estate.

"From the report of the comptroller-general of Georgia for 1890 it is seen that the entire taxable property of the State, exclusive of railroads, from 1879 to 1890, has increased by \$153,573,365, while the railroad property has increased during the same period by \$27,457,949.

"Values upon which taxation is based are, in Georgia, very low, yet within the last ten years city and town property has increased 112 per cent.; cotton mills, 445 per cent.; iron works and foundries, 197 per cent.; banking capital, 158 per cent., and taxable railroads, 299 per cent.

"The Alabama coal fields, considering their geographical position, their physical characteristics, the superior quality of their products and the cheapness with which the coal can be mined and transported, constitute the only source of supply in the whole world which can successfully compete with British coal in the Gulf, the West Indies and South America. The growing development of the resources of Georgia and Alabama is only typical of the rapid development of the entire South and West, which demand, and must have at an early day, an adequate outlet to the sea on the South Atlantic coast of Savannah."

If any other commercial bodies under whose eye this resume of the work at Savannah may fall, have not yet considered the project, to do so and endorse it for Savannah would certainly command the thanks of this community, who are certainly bending every effort to the accomplishment of this work, and who desire all the influence that they can procure to properly express the subject to Congress.

HUGH C. MIDDLETON.

The Norfolk Convention.

[Special Cor. MANUFACTURERS' RECORD.]

NORFOLK, VA., November 26, 1891.

The convention of representative men from all parts of this State has transacted the business that called it together, and has done it well. A capital plan of organization was perfected, under the operations of which, aided by a liberal appropriation, every subdivision of the several grand divisions of the State can be fully represented. It was decided by unanimous vote to request the legislature to appropriate \$100,000 for defraying the expenses of an exhibit. From the opinions expressed by many delegates I think that public sentiment in every Congressional district will indorse such an appropriation.

It is noteworthy that this was eminently a gathering of practical men. There was no "gush" or sophomoric eloquence, but all seemed to appreciate the grave importance of the situation, and to be resolved that Virginia should be represented by her natural resources, her manufactures and arts, and by all that would illustrate her progress in education and advanced civilization. The citizens of Norfolk vied with each other in extending kind courtesies to the delegates, and the local committee perfected arrangements that made everything go like clock-work. It is universally conceded that the success of the convention is largely due to the indefatigable work of Captain T. C. Morton, of Staunton, who, as secretary of the organization formed at Palaski, has since that meeting adjourned labored assiduously to secure a large and influential representation from all parts of Virginia at this Norfolk convention. P.

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VIRGINIA'S RESOURCES.

A Magnificent Speech Delivered by Maj. Jed. Hotchkiss, of Staunton, Before the World's Fair Convention.

The Wealth of Air and Sea and Earth—Mineral and Agricultural Products.

As has been already mentioned in these columns, Major Jed. Hotchkiss, of Staunton, delivered a magnificent address upon the resources of Virginia at the late World's Fair Convention in Norfolk. It was a masterpiece of unstudied oratory; a simple but forcible statement of the resources of the Commonwealth by a man familiar with them as no other man is, and delivered with all the fervor of patriotism and the force of thorough conviction which appealed irresistibly to his auditors and carried conviction with it.

With a large map representing the seven grand divisions of the State, he illustrated his glowing descriptions of the resources of each of those great divisions, rising in successive stairways from the ocean to the western boundary, each of which should, he said, have a grand division commander to first collect and then supervise its exhibit at Chicago.

He spoke of the wealth of the air and of the sea and of the land which had been lavished upon the Old Dominion. About Norfolk we see the vegetation of the semi-tropical regions, and on the Floyd-Conoll-Grayson plateau of the Blue Ridge that of Northern New England. There was no range of habitable land in all the Union which Virginia did not possess.

The wealth of the sea was hers. She possessed a score of magnificent harbors, such as Norfolk, Newport News, West Point and Hampton Roads, where the navies of the world might ride, and others which would yet be utilized.

The fowl of every wing and fish of every scale and shell with which these waters teemed rendered them more valuable acre for acre than our richest lands, and, although Tidewater people thought the mountaineers knew nothing of oyster cultivation, he hoped to see the day when every foot of the great Virginian sea and of her great bay and its noble estuaries adapted to such purposes would be sold for oyster propagation.

He said if the ideas of Virginia's greatest civil engineer, Col. Claudius Crozet (enunciated when there was not more than 50 miles of railway in the Union), had been carried out and a great railway built to and across the mountains from the sea, instead of squandering millions in the "Big Ditch" and ditching Virginia in a great State debt, New York would have been planted around the grand harbor of Hampton Roads instead of at the mouth of the Hudson.

He spoke of the wealth of the north and south-trending peninsulas of Tidewater, the land of which needed only to be "tickled with the hoe to make it laugh with the harvest."

On the line of the Norfolk & Southern you could see more staple crops growing at one time than could be counted on both hands, embracing cotton, upland rice, tobacco, peanuts, Irish and sweet potatoes, corn, wheat, rye, oats, barley and buckwheat. We had timber of every kind in almost endless profusion and variety, and unsurpassed in size and quality by any—a fact which he emphasized by describing a cherry plank that would be sent to the Columbian Exposition from Appalachia that would be 6 feet wide by 50 in length.

He ridiculed the idea of deforesting a country like ours, having perennial rains, and said Virginia was being afforested instead of deforested.

In Culpeper county, where for a space of

many miles Grant's vast armies not only cut down the trees, but dug up the roots, the people were building fences, barns and houses from the trees which had grown up since the civil war on the ravaged land.

To recite our mineral wealth was to call the roll of the minerals of the world, and the answer "Here! Here! Here!" would be heard from one end of the Commonwealth to the other. We had every geological formation known to the American continent, and, therefore, the mineral wealth peculiar to each of these formations.

California had not as much gold-bearing quartz as Virginia, and no richer, but it would have to be worked up on the spot and in some new way that was yet to be discovered.

This country was importing millions of dollars' worth of brimstone for making sulphuric acid, but Virginia had a belt of pyrites 300 miles long which would make cheaper acid than could be made from the imported sulphur.

We had vast beds of the finest granite in the world, and it shamed him when our slate was equal to the finest Welsh product and would shed water like a duck's back, to see our product figure in last year's census at about \$100,000, while Pennsylvania showed near \$2,000,000.

The Blue Ridge was rich beyond comparison in mineral resources. A great stratum of iron ore traversed its entire length, and there was also silver and copper and tin. The tin was there. It had been dug and tested. The Great Valley had limestone purer than any known, lead, barytes and zinc. Virginia, it was the truth to say, had mountains of mineral wealth of every variety waiting to be developed.

The great Appalachian coal field could fire all the engines of the world for centuries. In 1851 he filled his note-book with observations on the Great Flat-top coal field. In 1881 F. J. Kimball wanted coal; he wanted it quick; he was the quickening spirit of Virginia, and he corresponded with the speaker, and in an incredibly short time the engineers of the Norfolk & Western were at work on the Pocahontas extension.

Now Pocahontas coal went to all parts of the world, and the ocean racers when they wished to beat their own records filled their bunkers with Pocahontas coal.

[Here a gentleman from one of the boxes interrupted with "Why not call it Virginia coal?" "Umph!" was the reply, "Mr. Kimball believes there was a Lady Pocahontas, and there is a Pocahontas semi-bituminous coal."]

One of the blessings of our great civil war, said the speaker, was that it brought the rich and the poor together in the ranks, taught them to understand each other's worth, to esteem each other, to work together in a common cause and to call one another comrades. In war they learned the lessons of labor and self-reliance that they are now practicing in developing our grand old Commonwealth, her resources being the common wealth of all her people.

He spoke of Gen. Robert E. Lee (and the house thundered with the mention of that beloved and honored name), who after the close of the war refused magnificent foreign offers, saying that "He loved the mountains of Virginia better than anything else on earth," and said that the general induced him to leave his business and remove to Lexington to assist in devising and putting into operation plans for the development of our mineral treasures, and at the time of his death this grand old patriot was conferring with prominent men on this subject, which lay so near his heart.

Major Hotchkiss dwelt strongly upon the necessity of exhibiting our resources at Chicago. "We've got to go! We can't stay away!" he exclaimed. Chicago was once a part of Virginia; a portion of the

imperial county of Augusta, in whose mountains Washington was determined, if the last emergency came, to continue the war for American independence.

We now had the attention of the world; we must keep it. The power we had attained must by all means be retained. We must take our products to Chicago, put them beside others, and by the grand exhibit we can make be able to say, "Here we are; match us if you can."

He spoke of the utter insufficiency of even \$100,000 for such an exhibition, and urged a liberal State appropriation, backed up by every county and town and corporation of every kind in Virginia. Other States send out tons of advertising matter to all parts of our own continent and to all parts of Europe, and Virginia must advertise herself in like manner if she wished to continue to attract immigration and capital to her borders.

The above is but a skeleton of a great speech, which should be printed in pamphlet form and sent to every part of the State.—Roanoke (Va.) Daily Herald.

The Ocean Mail Steamer Lines.

The Postmaster-General has announced that bids have been accepted for carrying the mails on eight of the ocean routes that have been extensively advertised. Of these the one of most direct interest to the South, provided it is carried out, is that between Galveston, Texas, and La Guayra, Venezuela. The company receiving this contract will, it is said, build three boats of the fourth class of 1,500 tons register that will make twelve knots an hour at sea. Three trips are required every month. The voyage from Galveston to La Guayra direct will occupy six days, but returning the ships will stop at Port Limon, in Costa Rica; at Greytown and Bluefields, in Nicaragua, and possibly at other ports, so that the round trip will occupy 20 days. The proposed route is a new one, and the enterprise will be at the first a venture that would not have been undertaken but for the material assistance to be derived from carrying the United States mail. This will amount to \$1,400 a trip or about \$50,000 a year.

In an interview with a press correspondent at Chicago President Clark said: "The company is the outgrowth of the several deep-water conventions held throughout the West and South to interest Congress in the project of deepening the harbor at Galveston. With the completion of the harbor work at Galveston and the present reciprocity policy of the United States in operation, the establishment of such a line of steamers as we contemplate becomes a necessity commercially. Communication produces trade. When the Red Line was first established between New York and Venezuela the traffic amounted to only \$3,000,000 a year. Last year the city of New York sold the Venezuelans nearly \$18,000,000 worth of American products. It is simply a question of communication, with the advantages all favorable to the Galveston route, the country tributary to that port producing what is most desired in the countries to the south of us."

A late number of the London (Eng.) City Leader contained a resume of the first annual report of the Venezuela Telephone Co., a British corporation, which owns and operates a telephone line between La Guayra and Caracas. The directors reported that the gross receipts for the year were £16,253, and the net revenue £7,716. There are five trunk lines of wire between the two places, but the business has increased so rapidly that it has been found necessary to build four new circuits. This is not a large item of itself, but it shows that the foreign terminal of this Galveston line is a seaport inhabited by a busy, progressive people.

FLORIDA PHOSPHATES.

Increased Activity in Mining—Progress in Construction—Comparative Shipments—The Sterling Company in Trouble.

[Special Cor. MANUFACTURERS' RECORD.]

BARTOW, FLA., Nov. 28, 1891.

There is greater activity throughout the pebble phosphate district than at any previous time in the history of the industry. There is a brisk demand for the product, and at higher prices than ever before known, and while companies now producing are running their works regularly, some of them night and day, in the execution of orders, new companies whose plants are unfinished are eager to begin mining, and are pushing the work of construction with all possible speed.

The latest reported sale of pebble was that of 1,600 tons at \$7.00 per ton at the mines, made by the National Peace River Phosphate Co. a few days ago. That price ought to be eminently satisfactory, as, after paying the cost of production and the State royalty, it leaves over \$5.00 per ton net profit.

THE TERRACEIA PHOSPHATE CO.,

mentioned in a previous communication as beginning preparations for the erection of a large plant about seven miles west of Bartow, now has a large force employed stripping land, opening pits, constructing a reservoir and grading three and a-half miles of railway to connect the mines with the Phosphoria branch of the South Florida Railroad. Mr. W. M. Hurt, of Opelika, Ala., is putting up a large saw and planing mill at the Terraceia mines, capable of producing 20,000 to 25,000 feet of lumber a day.

This lumber will be used in the construction of the extensive plant and other buildings needed by the phosphate company; but to expedite the work and accommodate the workmen now on the ground, the Terraceia Co. contracted for a number of portable houses, which are now on the way here from New York. It is expected that a considerable village will spring up around the works in a few months, and it has already been christened Pebbleville.

THE LAND PEBBLE PHOSPHATE CO.,

eight miles northwest of Bartow, has a large force of men busy erecting cottages and working on its plant, and like activity is witnessed on the property of

THE BONE VALLEY PHOSPHATE CO.,

one or two miles farther to the westward. Work has been pressed with great vigor at the mines of this company, and astonishing progress has been made. Four carloads of machinery to be used in its plant were received last week.

THE ALAFIA MINERAL LAND CO.,

which is a land pebble company, (said to be closely identified with the Farmers' Fertilizer Co., Syracuse, N. Y.), and whose mines are located about seven miles southwest of Plant City, will be ready for business in about 30 days. This company experimented for some time with a centrifugal pump, but the deposit to be worked was of such a character (the matrix being very tenacious,) that it was found to be impracticable to mine it in that way. The pump was therefore discarded and a floating dipper dredge was ordered, which is now being put in by the Marion Steam Shovel Co., of Marion, Ohio. It is what is known as a "yard-and-a-half" machine, and is expected to raise 150 tons of pebble per day.

I stated above that this is a "land pebble mine," but it should be explained that Turkey creek flows through the property and furnishes quite a sufficient amount of water to float the dredge-boat, which, constantly expanding and extending its water-

way as excavation proceeds, will have plenty of sea room.

SHIPMENTS OF HARD ROCK PHOSPHATE.

The Fernandina Mirror gives the shipments of high-grade rock from the different ports, between January 1, 1890, and November 20, 1891, as follows:

PORT TAMPA.		
	Vessels.	Tons.
Foreign.....	12	17,800
Coastwise.....	1	400
Total.....	13	18,200
SAVANNAH.		
	Vessels.	Tons.
Foreign.....	2	2,800
Coastwise.....	1	2,000
Total.....	3	4,800
FERNANDINA.		
	Vessels.	Tons.
Foreign.....	32	51,637
Coastwise.....	1	575
Total.....	33	52,212

It will be seen from above that Fernandina has shipped more than twice as much as both the other ports, but it should be stated that Fernandina began shipping, according to the Mirror, in April, 1890, whereas only one small shipment, 700 tons, was made from Port Tampa in that year, and that was late in December.

It is interesting to note in the tabulated statement above, that of the aggregate amount of rock handled at the three seaports, viz., 75,211 tons, only 2,975 tons were consumed in this country. No account is here taken of the shipments from St. Petersburg, however, nor of quantities which may have been carried to interior manufacturing centers by railroads.

STERLING PHOSPHATE CO. IN TROUBLE.

Great surprise was expressed here when it was announced that the Sterling Phosphate Co.'s property had been attached, as it was generally believed that the company was financially strong, and its mines are regarded as among the richest, if not the richest, in the hard rock district. What gave additional strength to the Sterling, in the estimation of people here, was the prevailing opinion that the Standard Oil Co. or some of the wealthiest men in that company were identified with the unfortunate phosphate company, or were back of it, at least. But that now seems to have been a false impression.

The Sterling had been actively mining and shipping up to the time of the attachment, and as its output was quite large and of high grade and its transportation rates were reasonable, by reason of the short haul to tidewater, it was supposed to be making money.

The company was capitalized at \$3,000,000, but what amount had been actually paid in is unknown. The amount of the attachment was first stated at \$21,500, but a later statement makes it \$25,000. The attachment was sued out by Mr. Parker, president of the Gulf National Bank of Tampa.

Mr. Parker, when interviewed by a reporter for the Tampa Daily Tribune, said: "The Southern Mortgage, Loan & Trust Co. held a mortgage on the real estate, phosphate rock, etc., of the Sterling Phosphate Mining Co., and, believing that company was about to make a fraudulent disposal of the property, had gotten out an attachment, and that was about all there was to it."

Judge M. C. Reredell, who is secretary and general manager of the company, said to a representative of the Tampa Journal: "When we organized the company, Mr. McCoy and myself owning a half interest and having no money to furnish for working capital, Mr. Squires, the president, agreed to furnish all the working capital, provided we made his interest in the company sufficient. He then became owner of one-third the stock, Messrs. McCoy, Stevens and myself owning the remaining two-thirds. Mr. Squires failed to furnish that capital, and the company has struggled along using what funds it could raise from mining and a loan from the Gulf National

Bank of \$20,000, which we used for current expenses and to purchase some of our lands.

"I see by his (Parker's) statement in the Daily Tribune that he alleges he holds a mortgage on the lands of the company, phosphate rock, etc., and that the company is attempting to dispose of its property fraudulently. So far as both those statements are concerned, they are, as far as I know, untrue. I am secretary of the company, have the seal in my possession, and no mortgage has been executed, signed or sealed by myself as secretary, all of which is necessary to make a document legal. Neither do I know of any effort to dispose of the property of the company in any possible manner. If a mortgage is held by Mr. Parker, the Gulf National Bank, the Southern Mortgage, Loan & Trust Co. or any one else, no transfer could be made except subject to that mortgage.

"The property of the company is very valuable, being worth four times its indebtedness. As far as the president and other officers of the company are concerned, I am not on good terms with them, * * * consequently I do not know what steps they propose to take. I can do nothing except to remain quiet and watch the course of events."

It is to be hoped that some adjustment of the company's difficulties will soon be effected and mining resumed.

JAY SHRADER.

[The MANUFACTURERS' RECORD has heard it intimated that the trouble with the Sterling Co. was a fight between the stockholders, and that some of the smaller ones will probably drop out. This may or may not be true.]

Railroad Building in Florida.

EARLY BIRD, FLA., Nov. 23, 1891.

Editor Manufacturers' Record:

In your valuable journal for October 17th you republish from the Railway Age the statistics of railroad building in the South, and credit Florida with nine miles of new track laid from January 1 to September 30, 1891. This hardly represents what has really been done in Florida. The Silver Spring, Ocala & Gulf Railway has laid some 30 miles of track, lengthening their road from Dunnellon to Hernando, a distance of about 15 or 16 miles. The Ambler Railroad, from Archer to the mines of the Early Bird, New York, Standard and Eagle companies, has been also put in. This road is about 45 miles in length. I believe also that a road from Pemberton Ferry to Dunnellon and forward to Gainesville has been commenced. This makes a length of at least 60 miles completed from January 1 to September 30, 1891. A. C. FIRTH.

A SUBMARINE cable is to be laid between Nassau, the capital of the Bahama islands, and Jupiter, a town on the eastern coast of Florida. Sir Ambrose Shea, governor of the islands, said recently to a Tribune reporter in New York that an English firm had taken the contract to build this line, which will be nearly 230 miles long. He expected that when the line was in operation it would make of Nassau an order port, as shipmasters would put in there to communicate with their owners and receive their instructions. He also anticipated a large increase to the already considerable number of American visitors. Governor Shea stated that 100,000 acres of crown lands were now set with sisal grass, and their value had risen from 300 to 400 per cent. When the cultivation of this fibre was fully developed he expected an annual crop of at least 50,000 tons, which would be marketable at from \$100 to \$120 per ton. This is the same fibre that grows vigorously over considerable of an area in Eastern Florida.

IRON-MAKING IN NEW BIRMINGHAM, TEXAS.

Iron Ore at a Cost of Forty-five Cents and Charcoal Four Cents.

[Special Cor. MANUFACTURERS' RECORD.]

NEW BIRMINGHAM, TEX., Nov. 25, 1891.

The Star and Crescent furnace, owned by the Cherokee Iron Manufacturing Co., capital stock \$500,000, is now entirely completed and goes into blast under the superintendence of Manager R. A. Barret tomorrow. The plans were made for this plant during the summer of 1890 and the first ground broke in January, 1891. Since then the work has been pushed with the greatest possible speed, and a magnificent structure now stands on the spot which less than a year ago was a bare field.

The casthouse is 150x50 feet, of brick, with dome-covered roof, oriole windows and arched doorways. It is entirely fire-proof and lighted with electricity throughout. In the rear of the casthouse is the hot-blast oven, where 8,000 to 10,000 cubic feet of air are heated per minute and forced into the furnace. In the hot-blast oven there are seven nests of nine double siphon pipes. The engine-house is of brick, 45x28 feet and 30 feet high. The blowing engine has steam cylinder 30 inches in diameter and blast cylinder 72 inches. There are six steam boilers 54 inches in diameter, 30 feet long; coal-storage house, 200x100 feet; ore-stock house, 130x50 feet.

A railroad runs on trestles to the second floor of the ore-stock house, in the center of which is the ore-crusher, which crushes 25 tons of ore per hour. Ore and lime-stone is thus transferred directly from the cars to the crusher, saving much hand labor. There is about two miles of switching and side-tracks on the furnace grounds proper, and the frontage on the Tyler Southern Railway is 2,597 feet.

There are 33 coke ovens which contain 70 cords of wood, producing 3,850 bushels of the finest charcoal.

Railroad switches run on the outside of the ovens, and on the inside a mule-track railroad, on which the buggies containing a charge of charcoal are placed, and then run directly to the furnace.

A tram-road, capacity 300 tons per day, runs a distance of 1½ miles to the ore mines. The company has two locomotives, one for the yard and one for the train.

The water for this extensive plant is obtained from natural springs, which are dammed about a distance of 1¼ miles from the furnace. The reservoir contains about 3,000,000 gallons, and is piped to the furnace tank.

The capacity of this furnace is 50 tons per day, and this furnace, with the other two now located here and at Rusk, will give a freightage, including supplies, of 200 tons per day.

This furnace has been arranged with all possible appliances for the reduction of cost in production, and with iron ore at 45 cents per ton and charcoal at 4 cents per bushel, will be able to meet the market even during the duller times. It is contemplated, however, to erect in the very near future a rolling mill, nail factory, foundry, etc., and consume the product on the spot.

The principal stockholders of the Cherokee Iron Manufacturing Co. reside in New Orleans, and the following names are some of those interested: Frank Roder, vice-president of the Metropolitan Bank; E. S. Maunsell, I. G. Schrever, general traffic manager Southern Pacific Railway; A. Britton, president New Orleans Cotton Exchange; H. C. Miner, a large sugar planter, and Geo. Q. Whitney, of the Whitney National Bank.

The New Birmingham Pipe Works has secured a superintendent in Mr. R. M. Walshe, late of Pennsylvania, and are being rapidly pushed to completion. The enquiries for pipe are very numerous, and

the low cost of iron ensures prices that will readily command the market.

The New Birmingham Institute, to cost \$8,000, is now well under way.

Numerous residences are being built, and the remarkably substantial growth of this splendid town is most encouraging.

Tinplate Manufacture Assured

The St. Louis Stamping Co., of St. Louis, Mo., in answer to a letter of inquiry from Mr. Charles J. Osborn, of 412 Pine street, New York, has furnished the following comprehensive statement of the progress of its tinplate enterprise. First stating that the works are nearly completed, the writer says:

"When in full operation these works will turn out 36 tons of tinplates per day. This product may, however, be increased to 48 tons per day by next spring. On the basis of \$100 per ton this would amount to \$4,800 per day. Deducting 20 per cent. for incidentals and profits will, following the process back to mine and forest, leave \$3,840 per day for labor.

"Our tinplate works are the finest ever built anywhere, and will turn out as fine a product as ever offered on the market. The works proper will cost about \$200,000. Including the forge, where the pig iron is converted into wrought, and the bar mills, all of which naturally belong to the business, the investment will foot up \$400,000. This also includes the grounds.

"When we find other uses for the bars of our own make we buy steel made of Missouri pig iron by the Belleville Steel Co., of Belleville, Ill., 15 miles east of St. Louis, and steel from the Southern Iron Co., of Chattanooga, Tenn. The latter steel is an excellent article for the manufacture of tinplates. We should not be surprised if, in time, Tennessee becomes one of the great centers of this industry.

"Owing to various delays in our tinhouse and in furnace building, our new works are now running about one-third only of their full capacity. The balance of the machinery is all on the place and most of it in position. This will be put into operation within the next 60 days.

The price for labor in our tinplate works is 150 per cent. advance over the Welsh price, or two and a-half times the wages paid there. The manufacture of tinplates in the United States is an assured fact, regardless of what Congress may do at any time in reference to the duty. The American manufacturer will, at all times, be willing to turn over to the operatives the full percentage of duty our Representatives shall consider our own labor entitled to above that of other countries. The manufacturers will not ask any part of it. On the contrary, they will add thereto at any time 25 per cent., which would about absorb the natural advantages thus alluded to.

"Should Congress at any time decide that the working people of the United States must labor at the same rate as paid in England or Germany, we do not think that the manufacturers, as such, will remonstrate. The manufacture of tinplates in this country has not only begun, but has come to stay, for on an even footing the American manufacturer will compete with the manufacturers of the world."

CHICAGO proposes still further to diversify her industries by building a cotton-mill at Hammond, one of her numerous suburbs, at a cost of \$275,000. A dispatch states that since this enterprise was determined upon other parties have been seeking sites for the same purpose, and so general is the belief that the business will be profitable, that Eastern manufacturers of machinery have, it is said, offered to equip a plant and take stock in the concern in payment.

Ironworking Industries Around Roanoke.

[Special Cor. MANUFACTURERS' RECORD.]

ROANOKE, VA., November 28, 1891.

The growth of diversified iron manufacturing industries in and around Roanoke is a very marked feature of the progress of that section. Instead of confining attention to making pig iron to be shipped elsewhere, the disposition has been to build up diversified enterprises. The great car works of course furnished the start to the place, and their magnitude is generally understood. It 1889 it was seen that an immense amount of iron bridge and other work would be done in Southwest Virginia, and so the American Bridge & Iron Co. was organized at Roanoke, and put in operation in June of that year. The success of this company should stimulate the South to establish many more such enterprises. These works are very extensive, the main building being 210x75, with an annex 70x30; the foundry is 135x50, and the blacksmith shop 160x50, while there are a number of smaller buildings, such as engine and boiler house, brass foundry, etc. The entire plant is equipped with the best machinery and tools, enabling the company to handle its work to the best advantage. Since this company was started it has done a very large amount of work, such as bridge building, furnace construction, viaduct work, iron houses or roofs, standpipes for water works and general casting and sheet-iron work. The magnificent bridge, about 1,600 feet in length, recently opened at Radford, Va., with a big public celebration, was built by this company. Contracts for designing and constructing furnaces complete ready to go into blast are included in the operations of this enterprising Roanoke concern whose success has been so marked.

Another ironworking enterprise of more recent origin is the Cushman Iron Co., which is now building a fine plant on the Roanoke Development Co.'s addition to the town. This company will also cover a very important field in Southern enterprise, its operations including the manufacture of architectural ironwork for all kinds of house building purposes, ornamental and builders' wrought-iron and iron fences, bridge railings, window guards, fire-escapes, iron stairs, elevators, hoisting engines and apparatus, boilers, etc. This is a line of work which ought to bring a very extensive trade from all parts of the South. The works of this company, now about completed, have the most modern labor-saving tools, such as punches, shears, lathes, drill presses, bolt cutters, forges, etc. It is an enterprise for which Roanoke furnishes excellent facilities, and with skilled labor it will be able to turn out high class product at low cost.

Not far off, and also on the Development Co.'s addition, are the splendid hardware works that are in course of construction, which will soon be turning out a fine line of general hardware, and the very substantial plant of the Duvall Engine Co., which will soon be making high-grade engines for the Northern as well as for the Southern market.

Over in Salem, which is but a few miles from Roanoke, have been established works for manufacturing a full line of corn and flour mill machinery, for which this plant is fully equipped. This is the Edward Corbett Co., organized by Mr. Edward Corbett, who for many years has had a similar enterprise in Washington, and who has built and equipped a large number of Southern flour and corn mills. The Salem works are fitted with complete machinery for re-grinding and re-corrugating rolls and for all lines of mill work. In connection with the Washington house they carry a full stock of mill and elevator supplies, pulleys, shafting, gearing, belting, bolting cloths, etc. They use the Dawson rolls,

Jonathan Mills reels, G. T. Smith perfirers, Richmond bran duster, Eureka packer, acourer and smutter and all first-class appurtenances for mills using roller processes. They also renovate and remodel old mills.

These illustrations show how the work of industrial diversification is going on in the South more rapidly by far than is generally realized. Everywhere the South is turning its attention to the establishment of iron works to consume its pig iron, and it will ere long invade the North and West with its finished product as vigorously as it now does with its pig iron. Roanoke's example is to be commended to the whole South.

The Cotton-Tie Manufacturing Possibilities in Chattanooga.

CHATTANOOGA, TENN., Nov. 28, 1891.

Editor *Manufacturers' Record*:

I have read with much interest your article in the last issue of the *MANUFACTURERS' RECORD*, "Cotton Ties in the South," and write to confirm all you have said.

The facts as set forth in the article should greatly stimulate the manufacture of cotton ties in the Southern States, particularly in the section where cheap iron is made. There is no reason why all the cotton ties used in this country should not be manufactured in the South, and if capitalists seeking investment will look into the situation they will find a business that will pay 20 per cent. or more. I will guarantee 20 per cent. on an investment of \$75,000 in a cotton-tie mill here at Chattanooga, and six times that amount of money can be used profitably in the business here. Cotton ties are absolutely the simplest manufactured iron product produced, requiring the simplest machinery, and having but one size and shape. The market is strictly at home, the demand regular and prices always good, with terms cash; no stock of either raw material or manufactured product to be carried on hand requiring ordinary labor; and here we have the best distributing point in the South, reaching every consuming point with rates of freight about one-half that of the present producing points in Pennsylvania and Ohio.

The soft steel produced right here by the Southern Iron Co. has proven to be the very best material for the purpose ever produced in this or any other country. The few ties produced here this year were pronounced the best ever made in Europe or America, and although less than 10,000 bundles, equal to 250 tons, were all that was made, orders were received for several thousand tons, and ten to twenty thousand tons would have found a ready market.

Now the question will be asked, why was the business not continued, and why do not Chattanooga people take hold of such a promising business? These questions are quickly answered:

1. The attempt to make ties here with an old worn out mill too large for the business, and in no way adapted to the work, the same being leased for the experiment, required repairs which would not justify the parties who made the venture, and the parties themselves being engaged in other business requiring their time and capital gave it up to look after their larger interests.

2. There is no surplus money here with which to start any enterprise requiring capital, the immense growth of both our city and its business requiring all the money available.

Fifty thousand dollars will buy the ground and equip a mill for turning out 1,000 bundles of ties per day, and here is the cost of production:

25 tons Chattanooga soft steel at \$26.....	\$650 00
Labor, coal and water.....	50 00
Salaries and selling expenses.....	25 00
Repairs and incidentals.....	75 00

Cost of producing 1,000 bundles loaded on cars..... \$800 00
Selling price of 1,000 bundles cash on cars, 1,250 00
Profit \$450 per day, or 90 per cent. on capital stock of \$7,500 running the mill for a season of 6 months in the year, and then producing only one-tenth of the ties used per annum.

R. H. EVANS.

TRADE NOTES.

THE American Wheel Co.'s plant at Fort Wayne, Ind., formerly owned by N. H. Olds & Sons, will resume work on December 1. As this plant has been idle for some length of time, this will be good news to the former employees at that point.

A ROLLING MILL of modern construction, advantageously located, in excellent order and supplied with improved appliances for economic operation, is offered for sale or lease in the card of the Anniston Rolling Mills, of Anniston, Ala., to be seen in another column.

THE Buffalo Scale Co. has purchased a new site on Scott street, between Illinois and Mississippi streets, Buffalo, N. Y., upon which to erect new works. The main building will be 215 feet front, and it is expected that work will be commenced immediately.

JUDGING from the many letters of endorsement which have been received by the Hercules Iron Works, of Chicago, Ill., patentees and builders of ice and refrigerating machinery, it appears very clear that their machinery is meeting with unqualified success. The advantages of the "Hercules" plant for packing-houses has been so thoroughly demonstrated that such large Chicago firms as Libbey, McNeill & Libbey, T. E. Wells Packing Co., Anglo-American Co. and others, using a number of plants, speak in the highest praise of its efficiency and economy. This company's machinery is meeting with the approval of some of the most important users of such plants, as is instanced by the announcement that the Anheuser-Busch Brewing Association, which is always alive to the best interests of its immense business, is about to put in a refrigerating plant of this pattern at its Chicago depots. Among other recent orders closed by the Hercules Iron Works are: A 15-ton ice plant for the Arctic Ice Co., Dallas, Texas; refrigerating plant for a slaughter-house to be built at St. Joseph, Mo., and which will have a daily capacity of 800 hogs. They are also pushing their business into Mexico, where hot weather calls for a plenty of ice, and are about to ship a small ice machine to Culican. It is expected that many others will follow this one.

THE Williames vacuum system of steam heating has been found worthy of adoption by many of the larger users of steam for heating purposes, such as hotels, educational institutions, office buildings and factories. The principles of this system are explained in the following extract from N. W. Williames's patent specification: "The object of my invention is to construct suitable mechanism by which the usual back pressure to the steam engine, due to loading the exhaust for the purpose of creating a forced circulation in the heating coils, is dispensed with, this mechanism being substantially means to create a suction through the heating coils to draw steam from a free, open exhaust pipe, and thereby perform the double function of heating the building without back pressure to the engine, and reducing the normal pressure by creating a partial vacuum in the exhaust pipe. If a steam engine is not required, then I pass the live steam directly into the piping, and by creating a suction in the bleeder-main I am enabled to heat a building thoroughly with only one-half of the steam capacity which was required before, and I am enabled to use low-pressure steam, which has a greater heating effect." Warren Webster & Co., of 491 N. Third street, Philadelphia, Pa., are introducing this system, and are the sole licensees for the sale of factory rights in the United States.

"MONEY WANTED" advertised free of charge by the MANUFACTURERS' RECORD.

The COLLIAU
PATENT
Cupola Furnace.
*Adapted to all Foundries,
The Most Economical,
The Lowest in Price.*
MANUFACTURED EXCLUSIVELY BY
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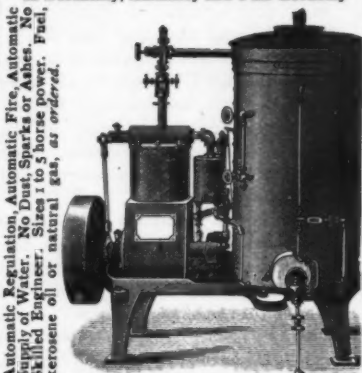
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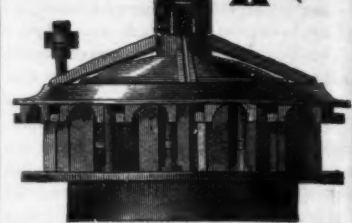
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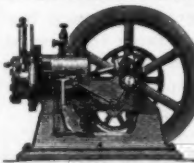
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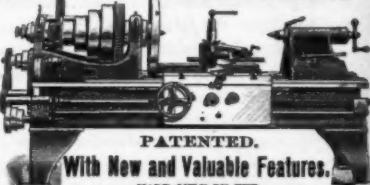
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The Management regret to announce that the Exhibition promised for this day has been unavoidably postponed **ONE WEEK**, to enable them to make such repairs to the fence enclosing these grounds as will secure the privacy essential to the success of their enterprise.
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All Tickets will be redeemed at the office.

Consoled by the thought that the time lost was not his—he works by the day on a job in the immediate neighborhood—the gentleman slowly removes his eye and retires, with the fixed determination of being here again *next week*. Not that he cares an atom to know what is to be shown *next week* on this spot, but simply does not intend to have his curiosity excited for nothing.

AS A MATTER OF FACT
VERY FEW ARE SATISFIED WHEN
THEIR CURIOSITY IS NOT.

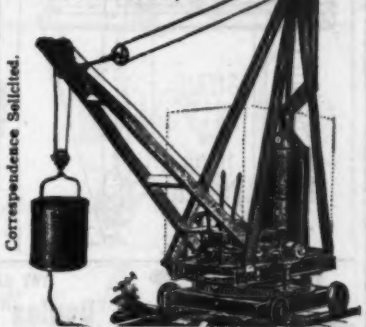


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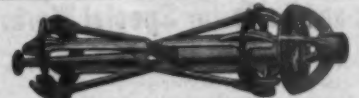


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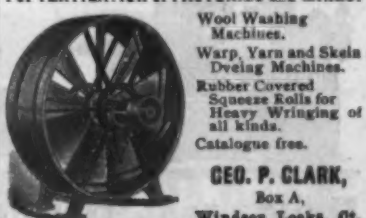
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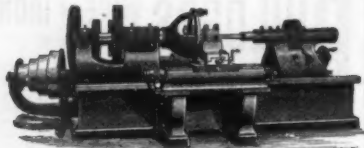
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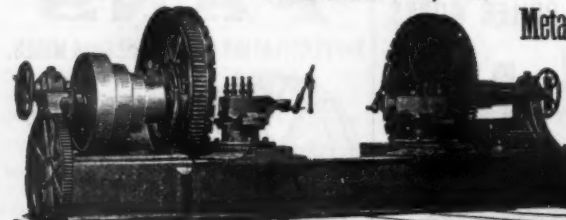
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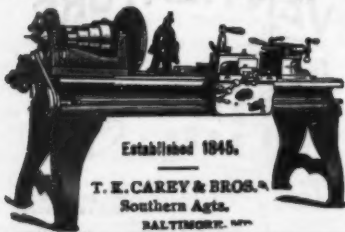
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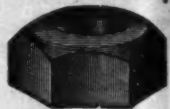
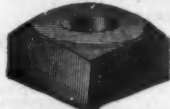
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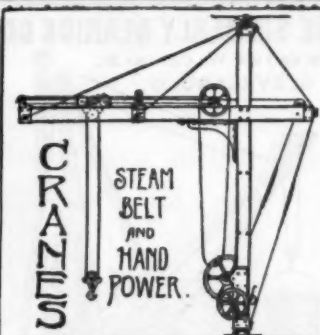
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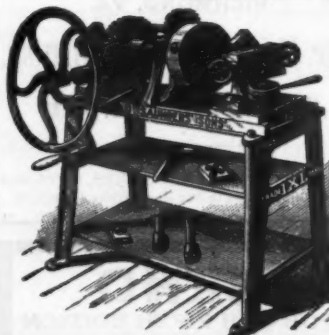
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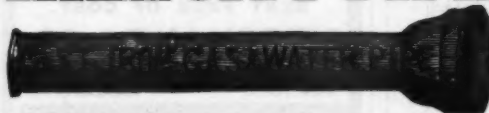
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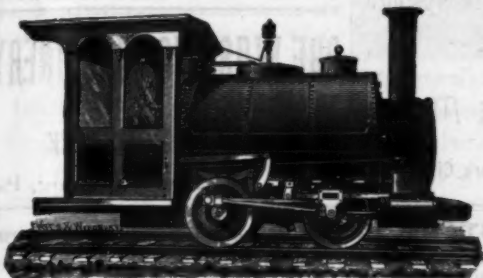
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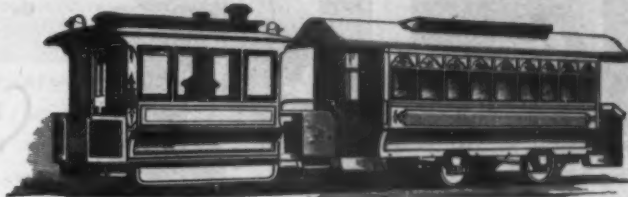
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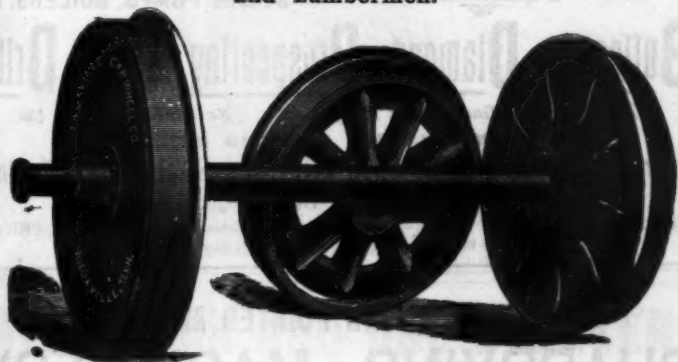
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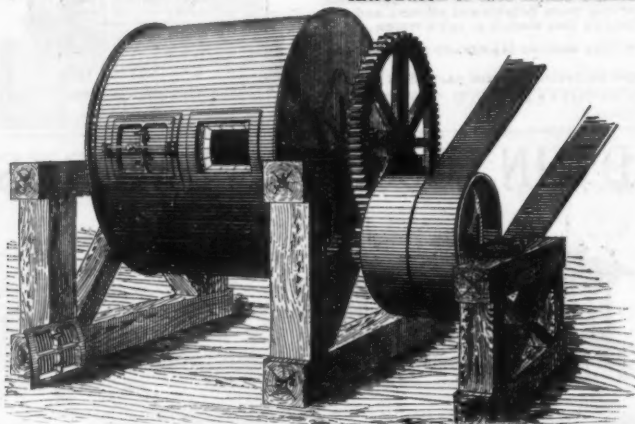
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Introduced of late in the Cement Trade with the Greatest Result.



The accompanying cut represents THE ONLY MILL IN THE WORLD that reduces the material to an impalpable powder and delivers the same as a uniform product.

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FOR THE BEST MILL
FOR GRINDING AND DISINTEGRATING
Phosphates, Clays,
MINERAL AND ALL DRUG MATERIALS
CORRESPOND WITH
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Supt. Navassa Guano Co.

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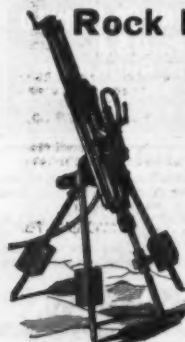
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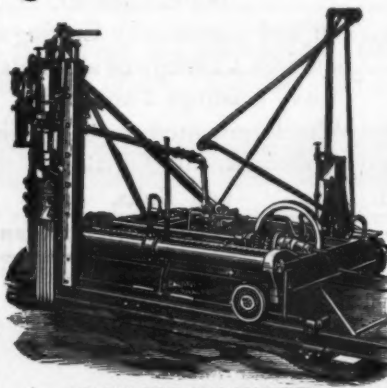
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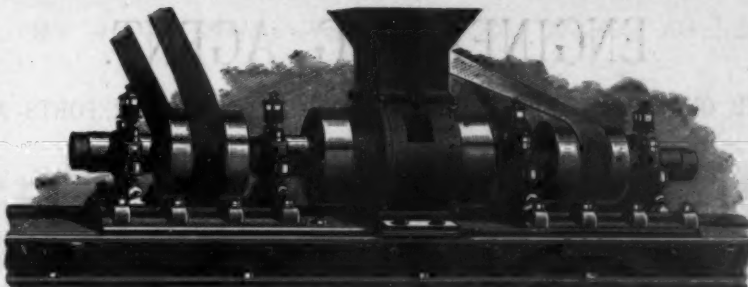
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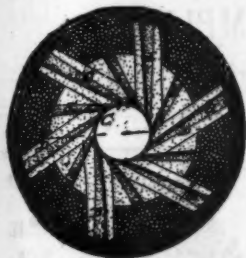
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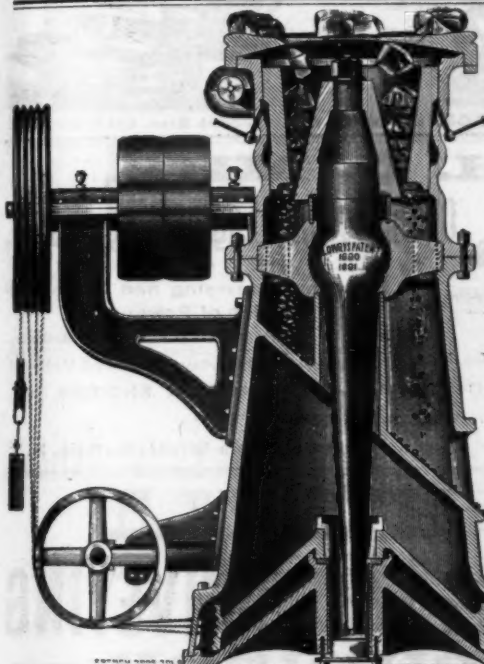
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Size 62-305 to 310 tons per hour. Size 63-310 to 315 tons per hour.
Size 64-315 to 320 tons per hour. Size 65-320 to 325 tons per hour.
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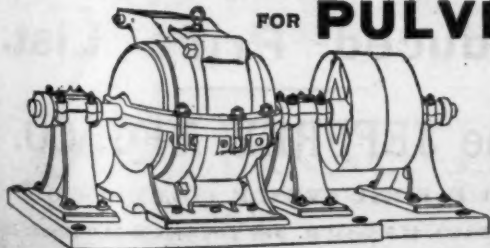
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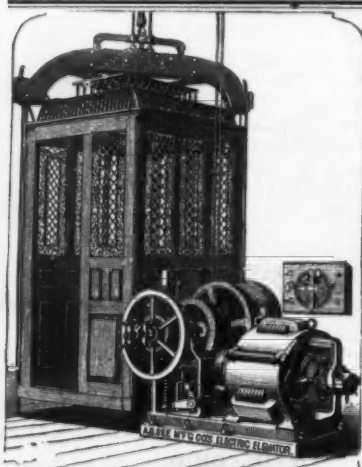
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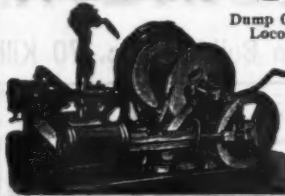
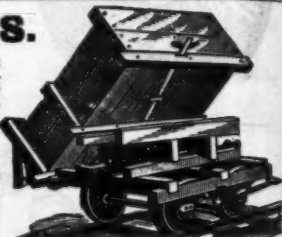
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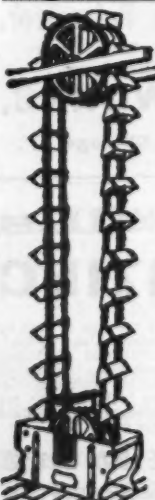
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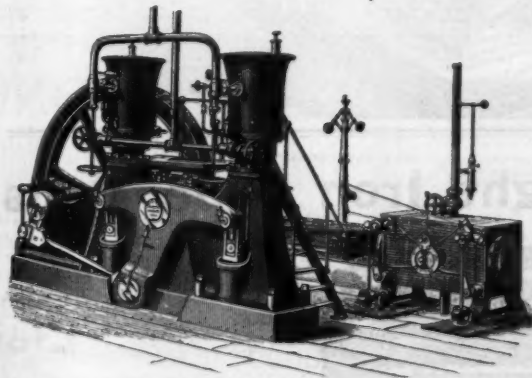
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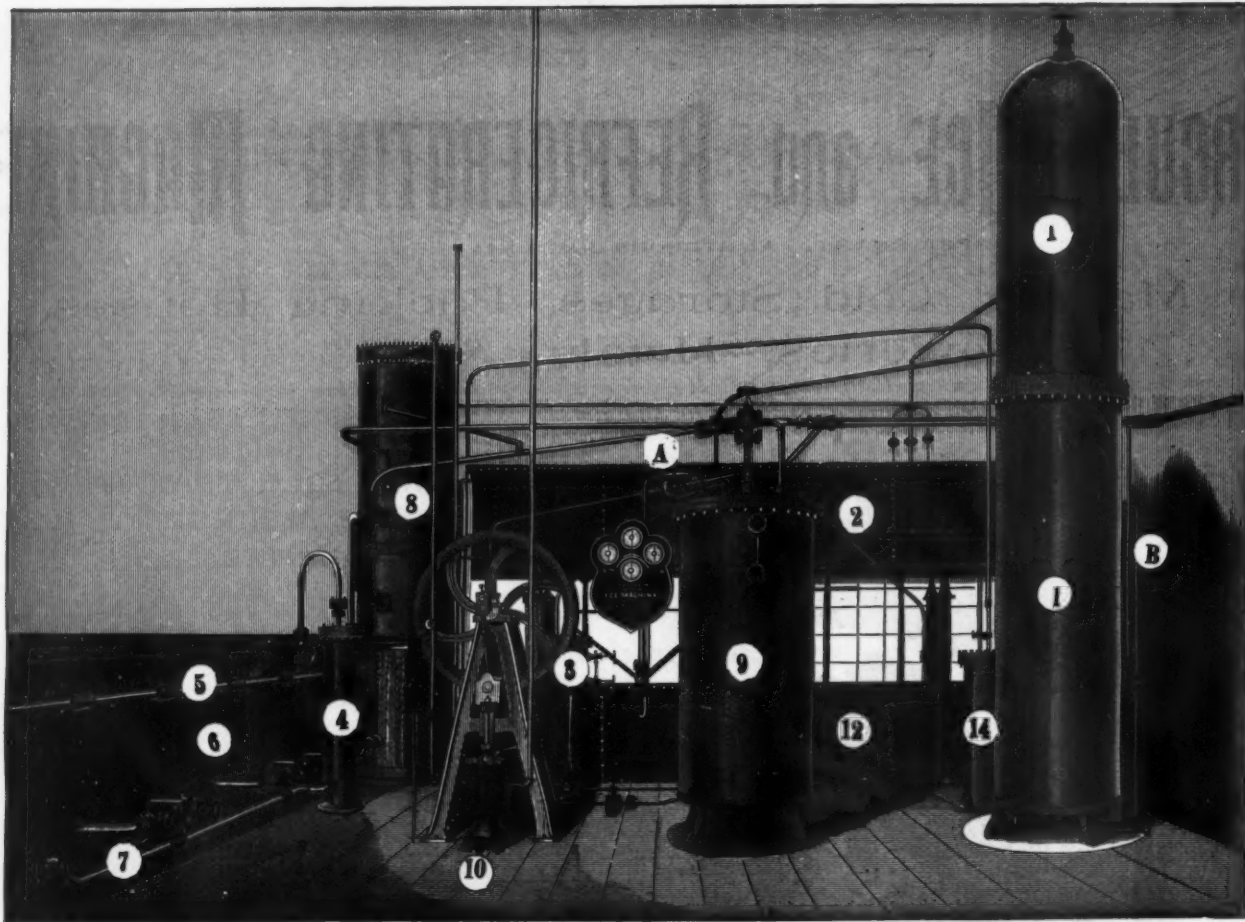
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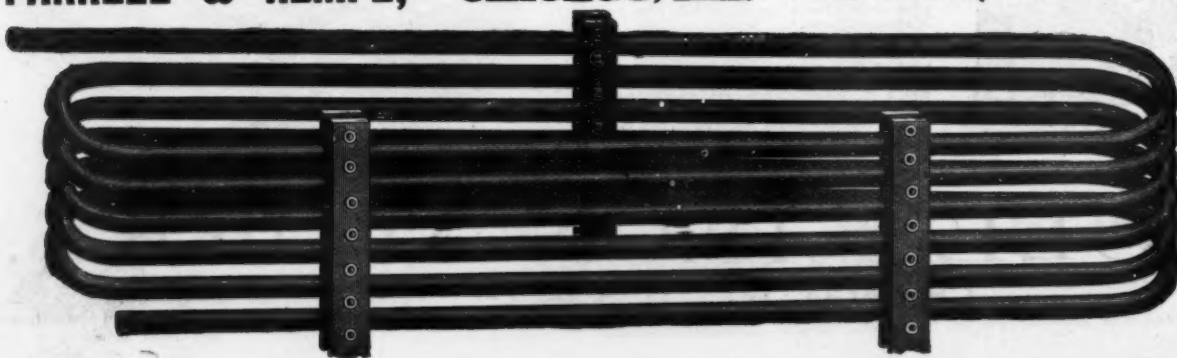
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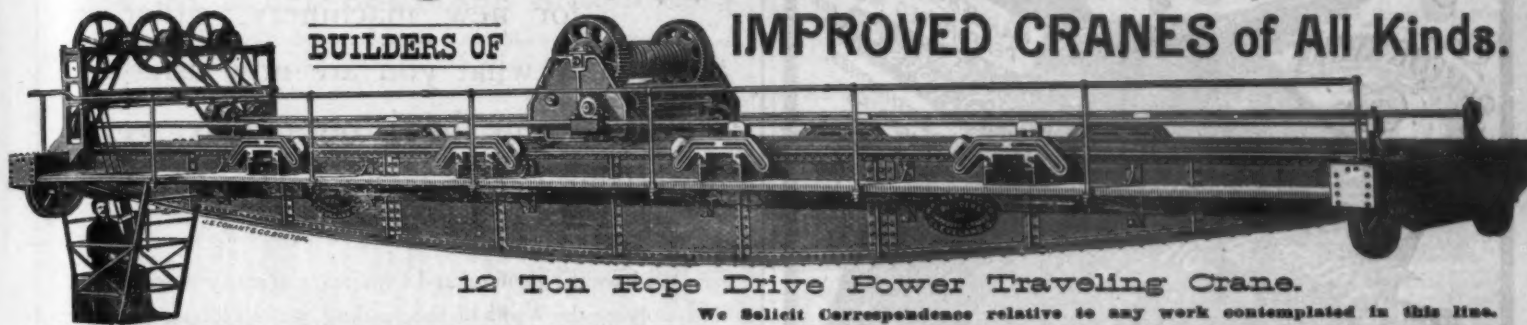
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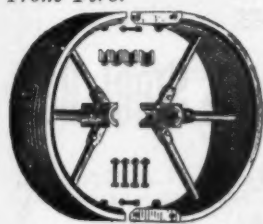


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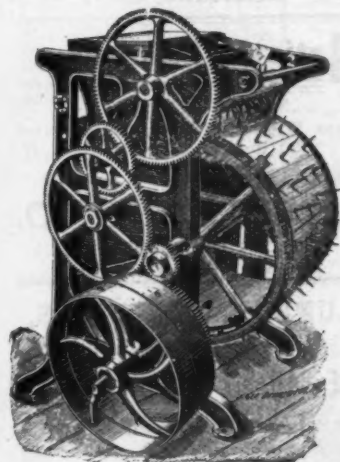


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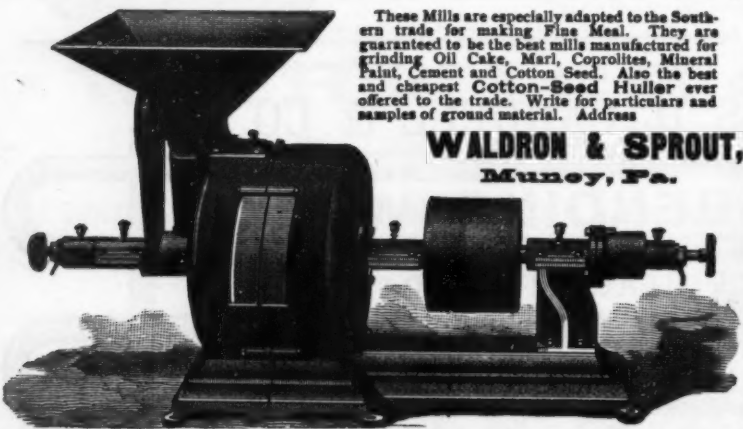
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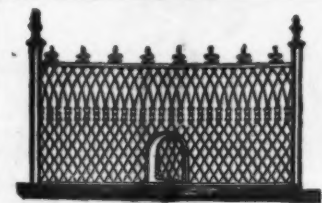
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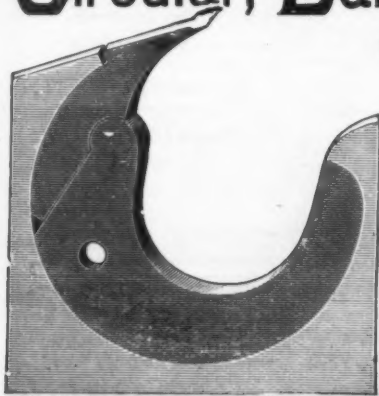
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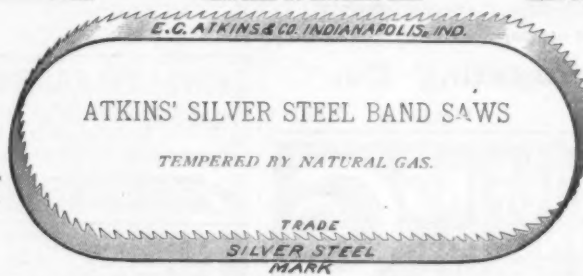
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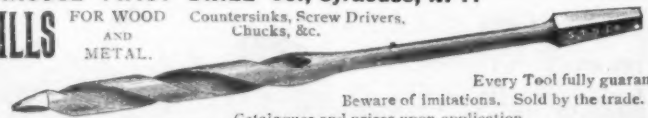


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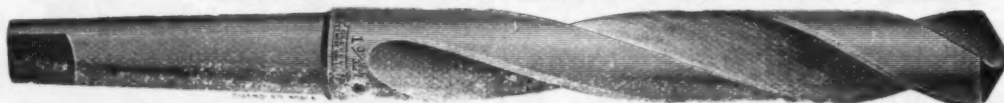


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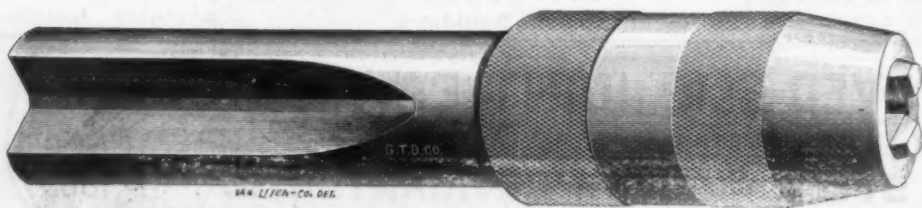
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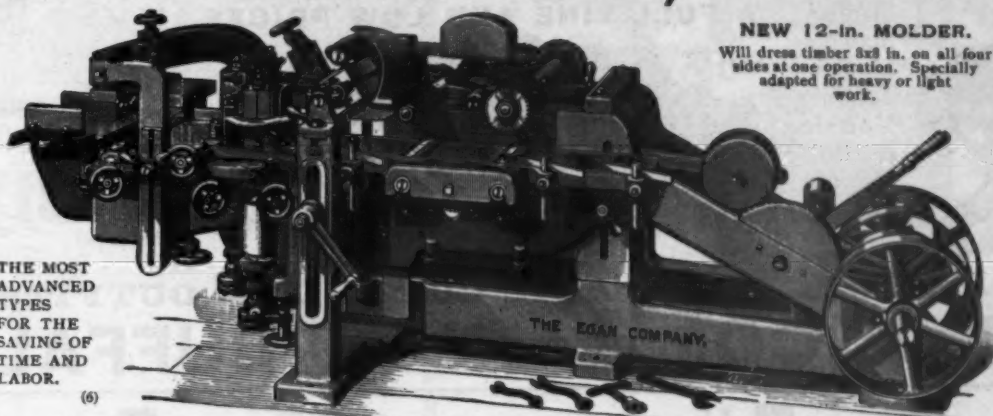
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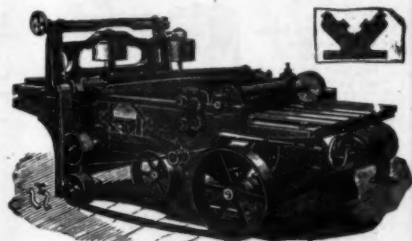
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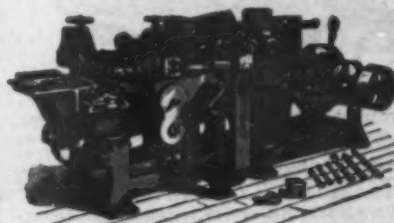
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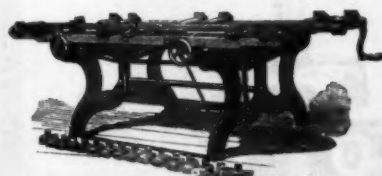
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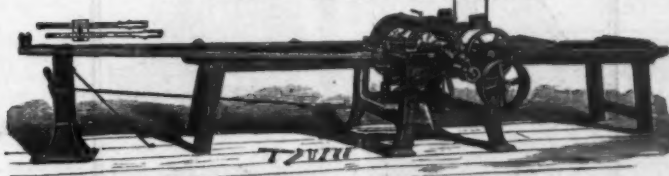
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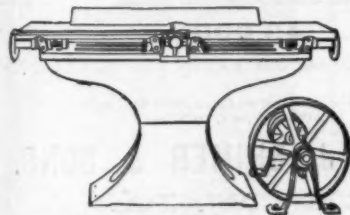
Patent Door and Blind Clamp, with or without Sash Attachment.



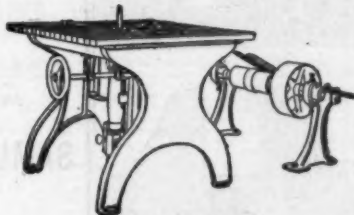
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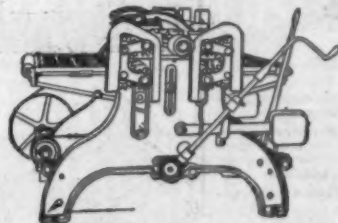
Phillips Patent Sash Clamp.



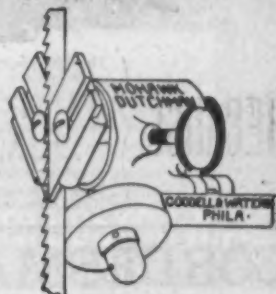
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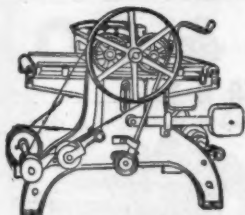
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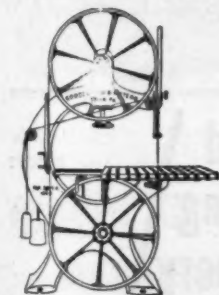
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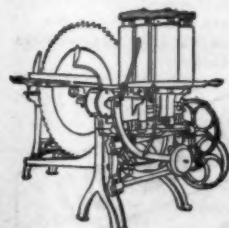
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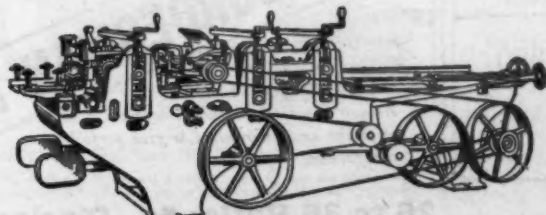
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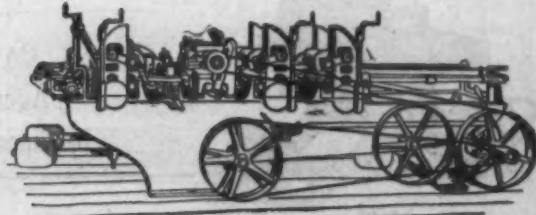
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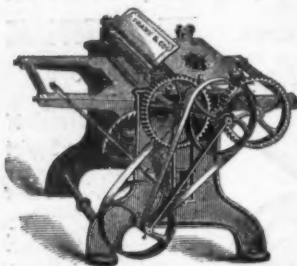


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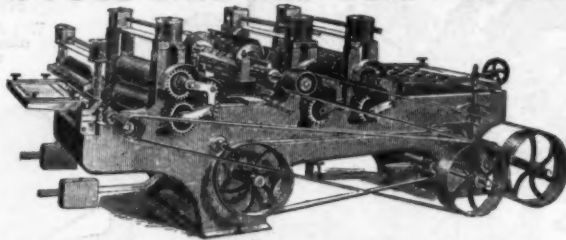
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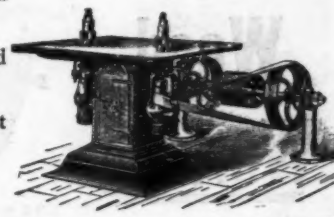


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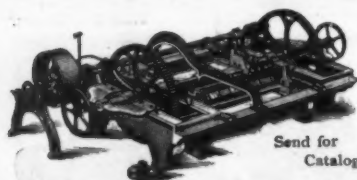


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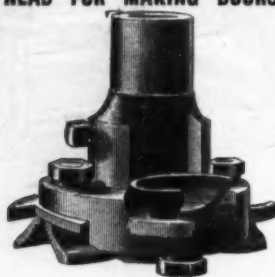


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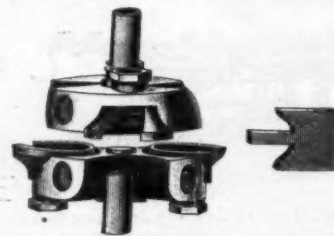
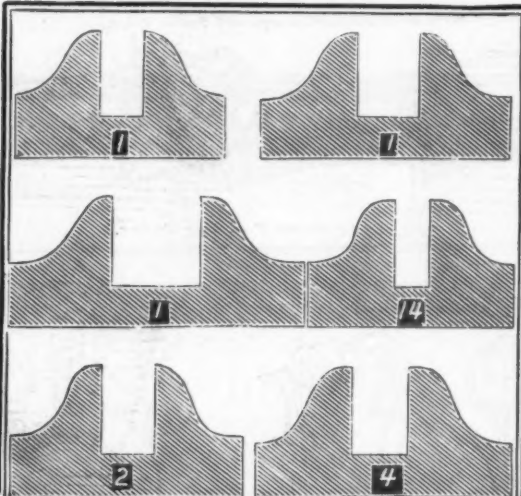
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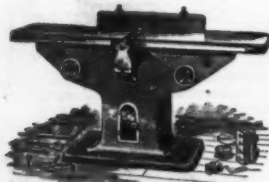
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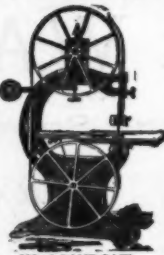
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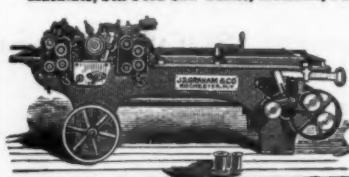


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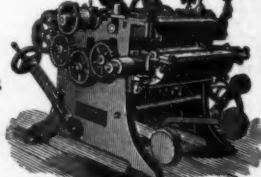
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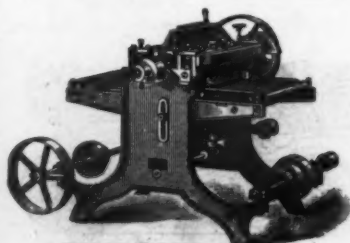
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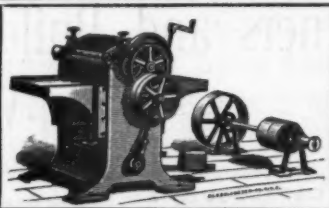


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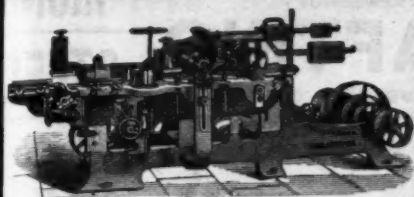
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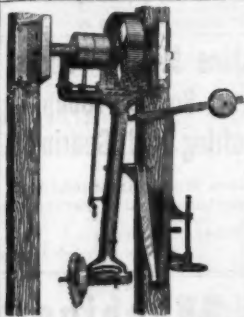
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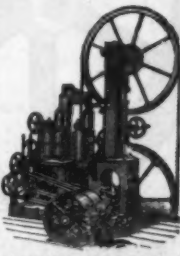
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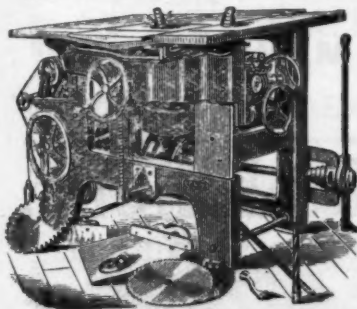
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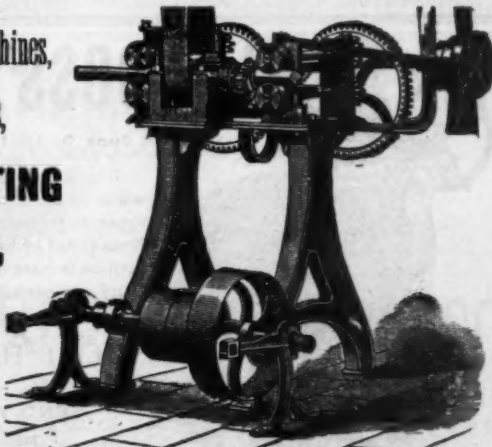
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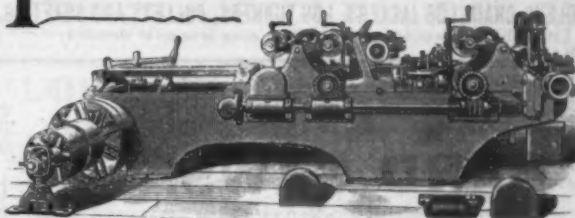
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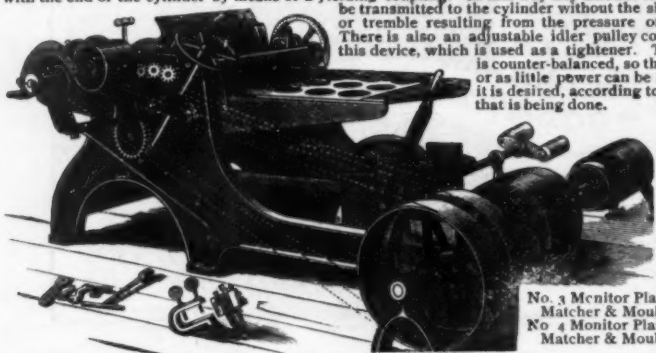
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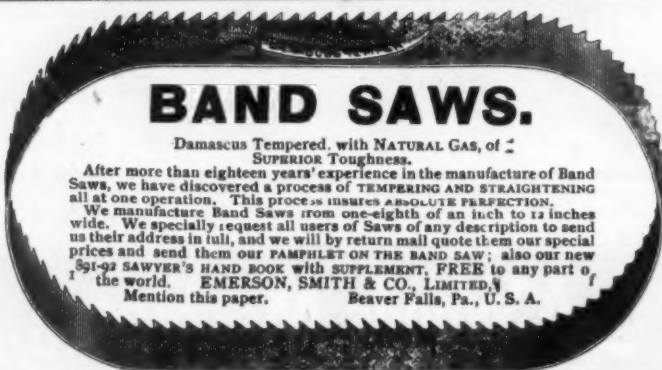
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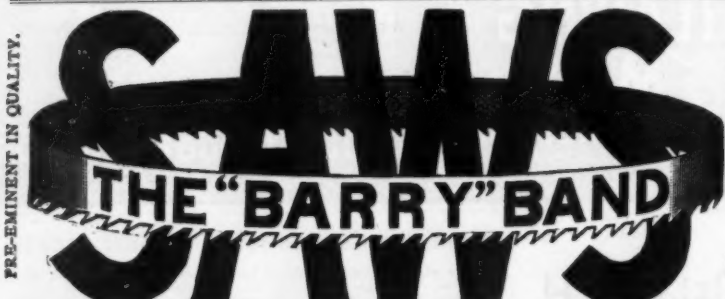
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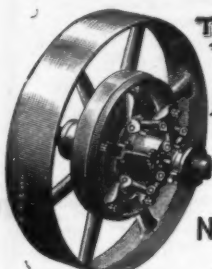
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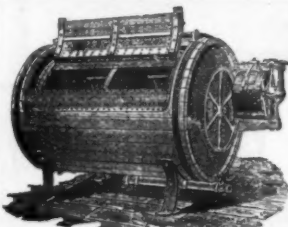
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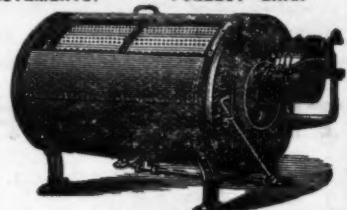
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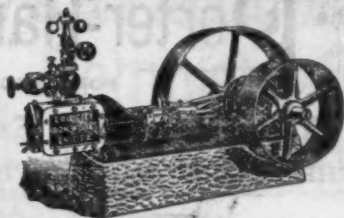
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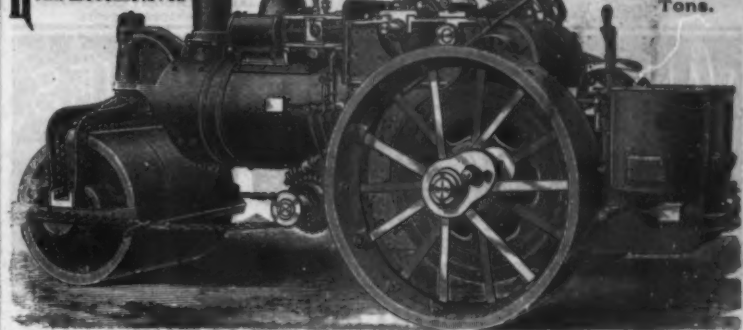
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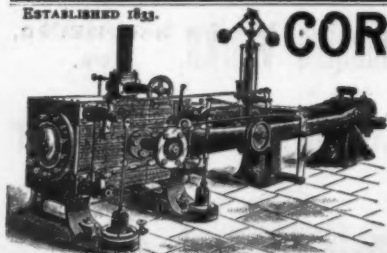
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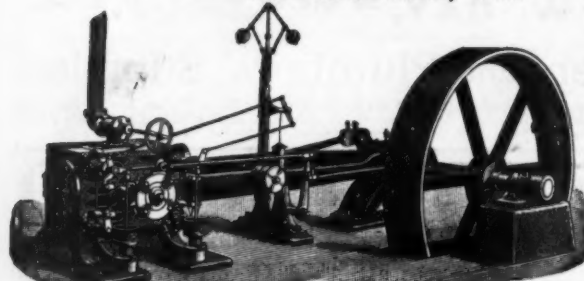
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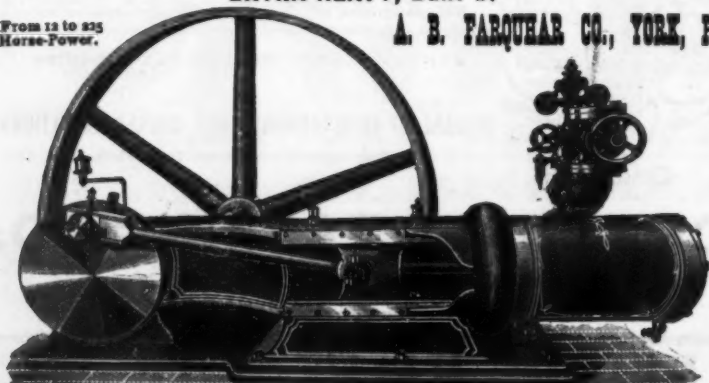
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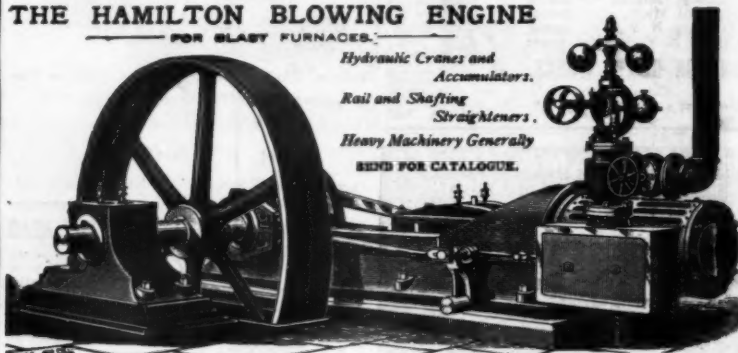
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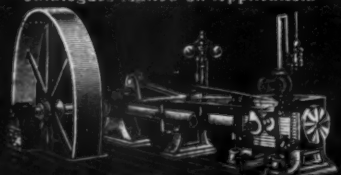
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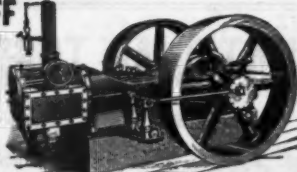
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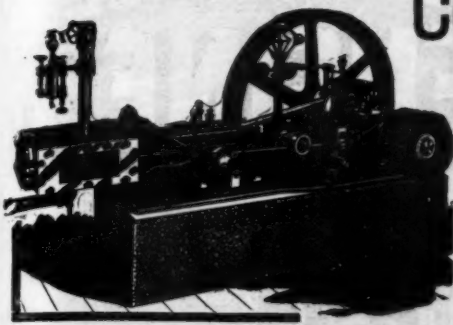
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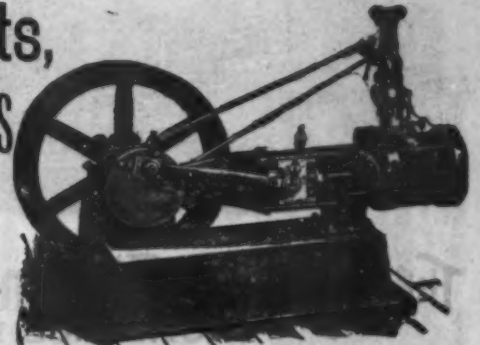
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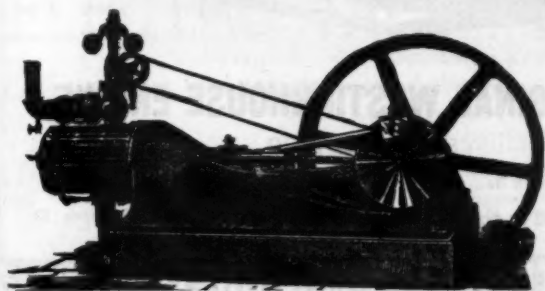
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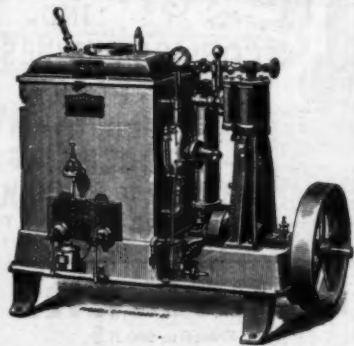
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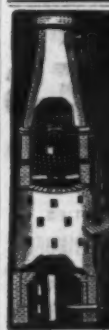
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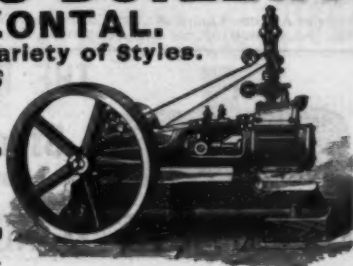
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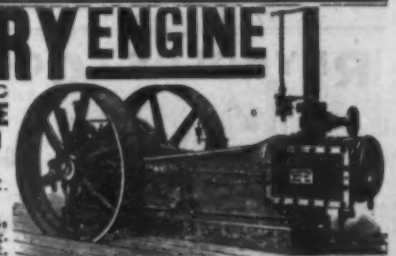
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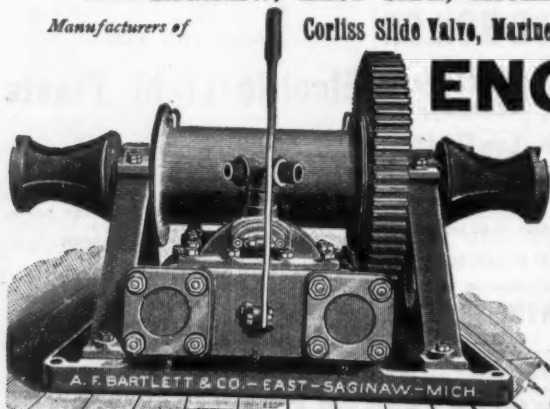
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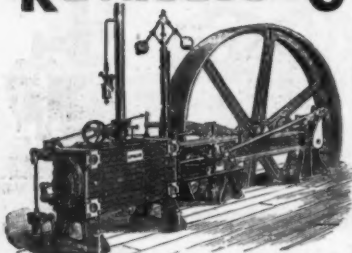
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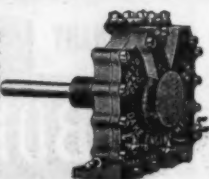
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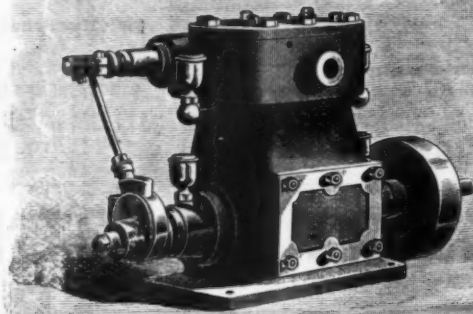
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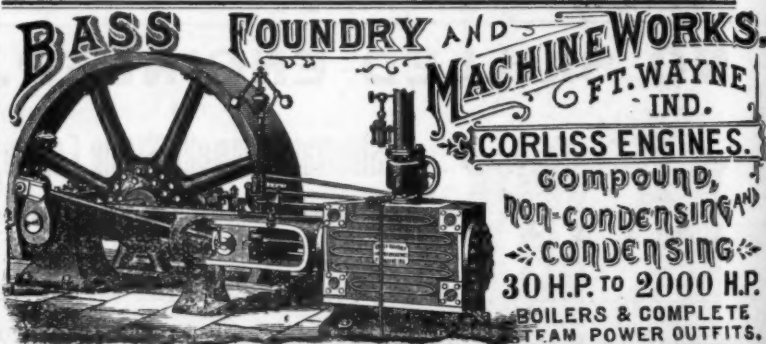
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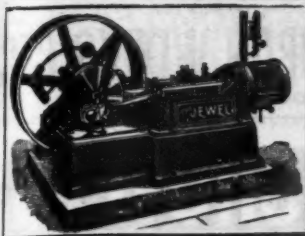
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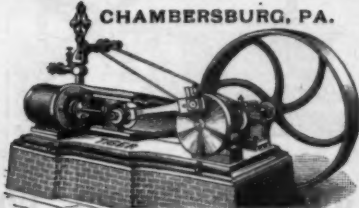
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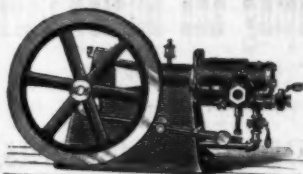
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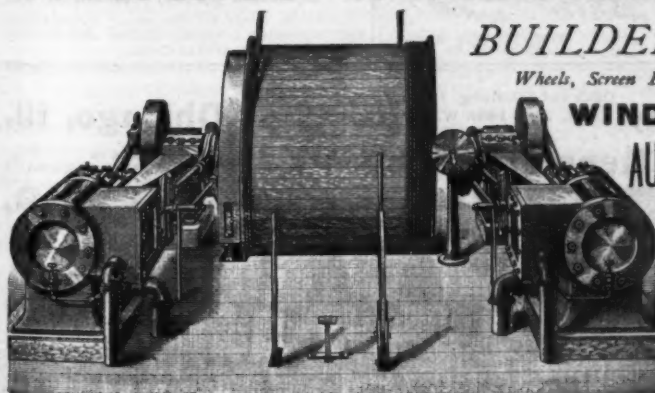
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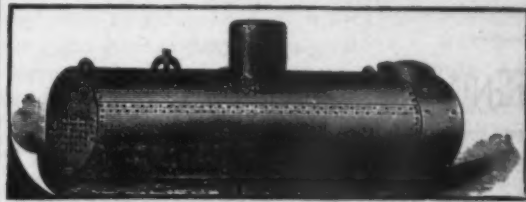
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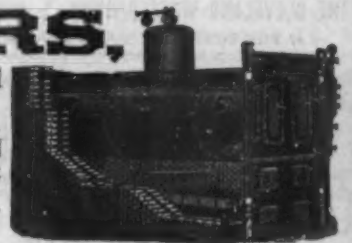
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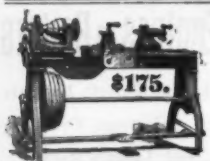
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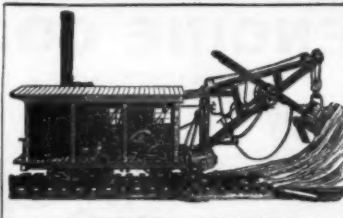
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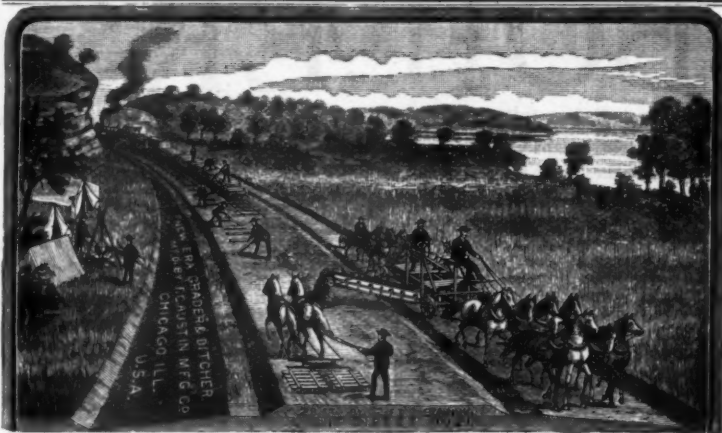
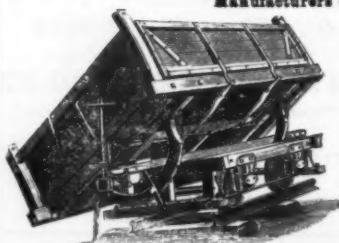
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Railroad Construction

Anniston, Ala.—Electrical Railroad.—The Anniston Street Railway Co., previously mentioned, is having surveys and estimates made for the changing of its road to the electric system.

Baltimore, Md.—Cable Railroad.—The Baltimore Traction Co. will, at an early date, it is stated, absorb and change to cable power additional street-car lines. The property of the Union Passenger Railway Co. is likely to be purchased by the Traction Co.

Bartow, Fla.—Railroad.—The Terracela Phosphate Co. is grading $\frac{3}{4}$ miles of railroad to connect its mines near Bartow with the Phosphoria branch of the South Florida Railroad.

Batesburg, S. C.—Railroad.—A bill has been introduced in the legislature authorizing the town to subscribe to the capital stock of the Carolina Midland Railway Co.

Bishopville, S. C.—Railroad.—The Bishopville Railroad Co., previously reported as to probably extend its road to Caddis or Kingstree, S. C., has applied to the legislature for authority to change its name to the South & North Carolina Railroad Co. It also asks for permission to extend its railroad in a generally northern and northwesterly direction as far as the North Carolina State line, and to build from Atkins in a south or southeasterly direction as far as some point on the Northeastern or Central Railroad of South Carolina.

Burnside, Ky.—Railroad.—The Consolidated Oil & Natural Gas Co., Limited, of New York, is said to have under consideration a project to build a railroad from Point Burnside to Monticello, and thence to Birmingham, Ala.

Charleston, S. C.—Railroad.—A bill has been introduced in the legislature incorporating the Charleston, Batesburg & Western Railroad, with John H. Huiet, U. X. Gunter, T. J. Kernaghan, N. A. Bates, Andrew B. Watson, W. B. Plunkett and L. D. Cullum as incorporators. The company is privileged to build a railroad from Batesburg through Lexington, Alken, Edgefield and Newberry counties to some point on the Barnwell, Aiston & Newberry Railroad, and thence to Charleston. The capital stock is \$100,000, with power to increase to \$5,000,000.

Charleston, S. C.—Railroad.—The West Shore Transportation Co. has applied to the legislature for a charter.

Cheraw, S. C.—Railroad.—At a recent meeting of the board of directors of the Chesterfield & Lancaster Railroad Co., previously reported as to build a railroad from Cheraw via Chesterfield C. H. to Lancaster, a committee was appointed to obtain right of way and take such other steps as may secure the building of the road. W. A. Evans, of Hornsboro, S. C., can give information.

Columbia, S. C.—Railroad.—The Catawba Falls Railroad Co. and the Southeast Railroad Co. have applied to the legislature for charters.

Corinth, Ga.—Dummy Line.—The building of a dummy line from Corinth to Hogsansville is talked of. J. B. Sanders can give information.

Cumberland, Md.—Railroad Bridge.—The George's Creek & Cumberland Railroad Co. (office, New York City) will build an iron bridge to replace the Mechanic-street bridge.

De Kalb, Texas—Railroad.—The De Kalb & Red River Railway Co. has been chartered by P. S. Ramsaur, H. Bell, J. H. Smelser and others to build a railroad from De Kalb in a northerly direction to the Red river, a distance of 10 miles. The capital stock is \$50,000.

Denton, Texas—Railroad-yards.—The Missouri, Kansas & Texas Railroad Co. is having a survey made preparatory to the construction of new switching and storage-yards. It is stated that 54 miles of track will be laid.

De Witt, Ark.—Railroad.—The Stuttgart & Arkansas River Railroad Co. (office, Stuttgart), previously mentioned, has, it is stated, commenced the extension of its road from De Witt to Pendleton.

El Paso, Texas—Railroad.—The Texas & Pacific Railway Co. (office, Dallas) intends laying 4 miles of side-tracks.

Eutawville, S. C.—Railroad.—A bill has been introduced in the legislature to charter the Charleston, Colleton & Berkeley Railroad Co. with Charles E. Kimball, of New York; A. Ames Howlett, of Syracuse, N. Y.; Clarence S. Nettles, S. J. Pregull, of Charleston, and others as incorporators. The company is authorized to build a railroad from Eutawville or some convenient point on the Charleston, Sumter & Northern Railroad through the counties of Berkeley, Colleton and Charleston to the city of Charleston. Work is to commence within 6 months and be completed within 18 months after charter is obtained. The capital stock is to be \$12,000 per mile.

Fayetteville, Ark.—Railroad.—The construction of a railroad from Fayetteville to Prairie Grove is proposed.

Fort Worth, Texas—Railroad.—The Fort Worth & Trinity Valley Railway Co. has been chartered by Martin Casey, Charles K. Swasey, C. J. Larimer and others, of Fort Worth, and James Craig,

C. R. Berry and others, of St. Joseph, Mo. The company proposes building a railroad from Fort Worth to the north line of the State, in Clay county, a distance of 130 miles. The capital stock is \$2,000,000.

Gadsden, Ala.—Electrical Railroad.—The Gadsden & Attalla Union Railway Co. is reported as to convert its dummy line to the electric system.

Galveston, Texas—Electrical Railroad.—The South Texas Construction Co. will commence at once the construction of the South Galveston & Gulf Shore Electrical Railroad, lately mentioned, and will push the work to early completion.

Glover, S. C.—Railroad.—A bill has been introduced in the legislature authorizing the construction of a private railroad from Glover to the Ashepoo river.

Greenville, Ala.—Street Railway.—The Greenville Street Railway Co. will extend and improve its street railway.

Henrietta, Texas—Railroad.—New Jersey parties are said to have bought out the Henrietta, Archer City & Southwestern Railroad Co., and will, it is stated, soon commence building the road.

Louisville, Ky.—Railroad.—It is stated that at a recent meeting of the large bondholders of the Louisville Southern Railroad (office, Cincinnati, Ohio) it was decided to push to completion the extension south from Nicholasville to a junction with the East Tennessee, Virginia & Georgia Railroad.

Marble Falls, Texas—Railroad.—B. M. Temple, chief engineer, will at once commence surveying the extension of the Austin & Northwestern Railroad (office, Austin) from Marble Falls to Llano, a distance of about 30 miles, previously reported.

Petersburg, Va.—Electrical Railroad.—The Petersburg Street Railway Co. has, it is stated, made arrangements for running its railway by electricity.

Petersburgh, W. Va.—Railroad.—Grant county has voted a subscription of \$25,000 to the Hardy & Moorefield Railroad.

Pine Apple, Ala.—Railroad.—A survey has been made for the extension of the Louisville & Nashville Railroad (office, Louisville, Ky.) from its present stopping place, 3 miles from Pine Apple, into the town.

Rayville, La.—Railroad.—C. H. Hammett, president of the New Orleans & Northwestern Railway Co., will, it is understood, endeavor to place with foreign bankers the company's bonds for a sufficient amount to extend the road from Rayville, La., to Little Rock, Ark., a distance of 194 miles.

Roanoke, Va.—Railroad.—The Norfolk & Western Railroad Co. has placed orders for 15,000 tons of steel rails, part to be used in the completion of its Ohio extension, which the company expects to have finished by August 1, and the remainder for short branches, sidings, etc.

Russell, Ky.—Railroad Bridge.—The Chesapeake & Ohio Railway Co. (office, Richmond, Va.) is said to contemplate the construction of a bridge across the Ohio river between Russell and Iron-ton, Ohio.

Savannah, Ga.—Railroad.—A meeting of the stockholders of the Savannah Construction Co. has been called for December 8. It is rumored that the object of the meeting is to obtain additional stock to complete the South Bound Railroad into Savannah and Columbia, and the providing of first-class terminal facilities in both cities.

Scottsboro, Ala.—Railroad.—The Birmingham, Columbus City & St. Louis Railroad Co., which is the name of the company that will build the railroad from Scottsboro via Columbus City to Guntersville, lately mentioned, has commenced survey. W. E. Baskette, of Chattanooga, Tenn., is president of the company and can give information.

Spartanburg, S. C.—Street Railway.—A new company will, it is stated, be organized to build a street railway in Spartanburg.

Sumter, S. C.—Railroad.—A bill has been introduced in the legislature incorporating the Sumter, Lake City & Conway Railway Co.

Tavares, Fla.—Railroad.—E. L. Ferran, G. A. Aber and others are organizing the Tavares, Atlantic & Tampa Bay Railway Co. to build the railroad previously mentioned. The projected route is from New Smyrna west to Orlando, crossing the St. John's river at or near St. Francis, through Seneca and Eustis to Tavares, and from thence to Maconette, with lines to Tampa and the phosphate regions.

Tunnelton, W. Va.—Railroad.—A firm engaged in the development of oil lands at Fellowsville is said to contemplate the construction of a railroad from Tunnelton to that point.

Wilmington, N. C.—Railroad.—Paul Didier, of Allegheny, Pa., has surveyed a route for a railroad from Wilmington to Southport. This is said to be an opposition scheme to the Brunswick, Western & Southern Railroad Co., lately reported as to build a road between the points mentioned, and which commenced surveying. Mr. Didier is quoted as stating that his company intends to build a railroad from Southport to

Wilmington, and to construct coaling docks at Southport at a cost of from \$1,500,000 to \$2,000,000; also that ample terminal facilities have been secured at both places. Mr. Didier is connected with the Pittsburg & Western Railroad in the capacity of chief engineer, which road is controlled by the Baltimore & Ohio Railroad Co.

Immense Grain Shipments from Newport News.

The development of the foreign trade at Newport News is going on at a most astonishing rate. Every day adds to the volume of traffic there and gives evidence of the great future of that port. The Newport News Sun in its last issue gives some very striking facts as to the amount of grain that is being handled there. In the elevator there are now over 900,000 bushels of grain, 200 cars loaded with grain on the track and 1,000 cars of grain on the way from the West. During the week the foreign shipments were very heavy. The steamship City of Belfast, for London, took 173,000 bushels of oats, probably the largest grain cargo ever shipped from the United States; the Robert Harrowing, for Havre, 95,100 bushels of wheat; the Serapis, for Liverpool, general cargo and 16,000 bushels of wheat; the Kairos, for Liverpool, general cargo and 25,112 bushels of wheat; the Kestor, for Havre, general cargo and 39,601 bushels of wheat; the Neritor, for Havre, general cargo and about 60,000 bushels of wheat, and the Craigsides, 140,000 bushels of oats. These figures give some idea of the magnitude of the grain trade at that port, and confirm the predictions so often made by the MANUFACTURERS' RECORD as to the certainty of Newport News becoming one of the big seaports of the country.

Coal and Iron Ore and Steamships at Norfolk.

Between the first and the twenty-fifth of October 85 British steamships sailed from Norfolk, some with full cargoes and some simply with coal for fuel, Norfolk being one of the great coaling ports of the world now. Five years ago 85 British steamships in 12 months would have been regarded as a big thing for that port. These facts were pointed out by Major Jed Hotchkiss in his speech at the World's Fair convention at Norfolk last week, and the point enforced that this rapid increase was due to coal. Until the Norfolk & Western opened the Pocahontas coal fields and made Norfolk a great coal-shipping point, her foreign trade was comparatively small. Coal is now drawing other business, just as it will do at every Southern port where high-grade coal at low cost is furnished in abundant supply. In connection with the heavy coal shipments over the Norfolk & Western Railroad, the MANUFACTURERS' RECORD reported some months ago that arrangements were being made for importing Cuban Bessemer ores at Norfolk, to be shipped in return empty coal cars to furnaces along the line of that road. Some small ship-

ments of this ore have already been made, and the Roanoke World says that 17 carloads of Cuban ore have been shipped to Richlands, Va., since November 11, and that there is more on the way. The World says that it is reported that this is to become an important freight business, and that the cost of transportation will be very light, as the ore will be shipped on cars that would otherwise go back to the mining districts empty.

South American Trade.

The publications of Mr. Wm. E. Curtis, following his tour as secretary of the commission appointed by President Arthur to examine and report upon the trade conditions of Central and South America, contain much varied and valuable information. The letters of American consuls resident at the commercial cities of those countries have added materially to the fund of knowledge. But all that has been published thus far is but little compared with the immense variety of information that must be obtained before the United States can control the great trade of the nations south of us in vigorous competition with Great Britain and Europe. Every addition to our accurate knowledge of those countries has therefore a decided value. One of the latest contributions to this subject is a four-column letter from Mr. Ernest Howard, published in the Appeal-Avalanche, of Memphis, Tenn. It was intended to implant in the minds of the people of the Mississippi valley a large and correct conception of the value of the international trade that lies at our doors, and to instruct them how to secure their fair proportion of it. Commencing with the statement that the balance of trade was against us by \$100,000,000, he says:

"To a country, in the circumstances of ours, depending largely upon commerce for its support and riches, covered with manufacturing, canals, railroads, docks, wharves and all other acquisitions of ingenuity and labor; its commercial credit and prosperity, and, above all, with its vast accumulation and fast increasing wealth acquired after decades, and depending largely on the promotion of commerce and the diffusion of manufactures—to a country like this such a retrospect is peculiarly afflicting, and sufficient to repress the energy of the most zealous mind.

"But, in moments embittered by such gloomy reflections, and when we see the access to Europe more or less barred to our wares, we ought to feel grateful that the doors of South and Central America are open to us, so peculiarly our own natural fields, and for disclosing to us the avenues of a country little known to us; for giving us an influence in South America which will invigorate our commerce, and ultimately take as much of our manufactures, or more, as are now denied, to a certain extent, for various reasons.

"It is unnecessary to state how great a general accession of trade and force our influence in South America assures, and how paramount it is to that of which the present state of Europe somewhat confines us.

"It is sufficient to observe that every indication points to our commercial supremacy in South America; and that, if we manufacture the class of goods similar to other countries selling in that market (we have not much further to go in this particular) and convey them, under convoy of recent reciprocity treaties, and with the assistance afforded by the recent postal subsidy enactment, in our own ships; the rise of new manufacturing and the prosperity of the old must be the inevitable consequence, and shipping will be past all our expectations, inasmuch as we multiply our com-

mercial objects and carry on new sources of trade ourselves, which have hitherto been in the exclusive hands of other nations.

"Under the present circumstances of nations, with a region so extensive as South America, embracing a country with millions of people and abounding in riches, and wanting only our manufactures to possess every comfort of life, laid open to our country by recent treaties, we can restore our shipping to its former superiority.

"The British government has long since learned that every dollar spent in encouraging communications with other nations is returned a hundred-fold in the profits from the commerce thus built up.

"A glance at a map, showing our means of transportation to South America, will enable the reader to understand the feasibility of a steamship line, starting from some Southern port instead of from New York. Three days could, in this manner, be saved to passengers and mails, the distance being reduced by sailing without stopping at any of the West India islands and going direct to Rio or Buenos Ayres.

"The European press is filled with vague rumors regarding an excess of tonnage lying idle in South American waters, but such rumors were also circulated about the time of the inauguration of our first line of steamships to Brazil."

The writer follows his fitting introduction with a series of practical suggestions as to what to do and what to avoid in efforts to build up this desired trade. He advises against sending goods on consignment to foreign commission houses, which at the best would give but a lukewarm or negative support. Goods should never be shipped on consignment without authority of the consignee, or unless the shipper has, before sending the goods, carefully calculated the amount of the custom-house storage charges in addition to the regular duties, if any.

There are many commission houses that would gladly take charge of consignments of goods suited to the markets of South America, but the better the standing of the house, the more, and naturally so, it resents an unauthorized consignment, which frequently consists of goods unsalable in the market, and results in no satisfaction on either side.

A better plan for establishing permanent business would be a system of local agencies in places where good trade opportunities exist. A group of three, four or more manufacturers in different lines associate and appoint in a given district a resident agent under their exclusive control, whose sole duty it would be to push their interests within the territory assigned to him. He should of course be guaranteed a sufficient sum to cover his expenses, his remuneration being by commission. In this way local dealers would be kept in touch with our productions, and business transactions would be aided and increased. Each agency would, in fact, if properly managed, become an active center of an American propaganda.

But above and beyond all other agencies is the commercial traveller. He must be as nearly perfect in his vocation as possible. He must speak Spanish fluently and be a courteous, suave gentleman, for those characteristics are essential to intercourse with South Americans; he must be smart and have plenty of self-confidence, but must also be smart enough to keep this fact to himself; he should also have a technical and practical knowledge of the trade he is commissioned to push. A man combining these qualifications could succeed in Mexico or any country south of it.

Before attempting to sell goods in the two Americas the vendor must know first what these people prefer.

The inhabitants seldom change their

fashions, and in many instances we find them wearing at this day decorations similar to those worn by their ancestors some 100 to 200 years since. It becomes necessary to take the fashion from and not to impose it on them.

Their fashions are, in fact, prejudices, and prejudices revolt against innovation.

Houses intending to enter this trade would profit by sending an agent to these countries, whose duty it would be to take drawings, designs and models, and samples of every article of use and decoration, and therefore enable their employers to send nothing to the country contrary to the prejudices and taste and sentiment of the people.

While consuls are deeply interested in developing the trade of the nation they represent, and in doing all they possibly can to aid home commerce, it is impossible for them to master all the details of the trade of a foreign country.

Merchants should ascertain for themselves through agents on the spot, either resident or roving.

Everything should be made up in a diametrically opposite way from that of markets where people like all the value put into the article they buy instead of outside of it.

Nothing should be sent out without some useless or superfluous decoration about it, be it even the commonest agricultural or household utensil.

It may be necessary to remark that the best goods for these countries cannot be too fine and plain, nor can the inferior be too gaudy.

Mr. Howard furnishes a long list of goods that these countries import. It covers substantially everything in dry goods, knit wear, leather, hats, millinery and hardware, as well as any number of miscellaneous goods not included under these general heads.

The South's Steady Progress.

The general growth of the South goes on with no material change; but, taking a look over the whole field, it will be seen that the progress which is being made is of the most substantial character, and that it will add vastly to the wealth and progress of this section. The industrial growth is being supplemented by a most astonishing rate of increase in foreign trade from Norfolk, Newport News, Charleston, Savannah, New Orleans and Galveston. One after another of the great manufacturing plants that have been under construction for the last 12 or 15 months are being completed and going into operation. The iron-pipe works at Radford, Va., will commence work about December 15 with some 400 hands; a new furnace has just blown in at New Birmingham, Texas, making the third one there; the furnace company at Jefferson, Texas, will build a cotton-tie and rolling mill; work has been commenced on the construction of a 1,000,000-bushel grain elevator at Galveston, Texas, and another of 500,000 bushels capacity will probably be built; a company has been organized in London with a reported capital of \$5,000,000 to purchase and develop large mineral and timber properties in the South; a \$1,000,000 company has purchased 8,000 acres of coal land in West Virginia, and will develop on a large scale; a factory to make fertilizers out of basic-steel slag is being built in Chattanooga. Among other enterprises reported for the week are a \$30,000 compress company at Thomasville, Ga.; a \$100,000 compress company at Montgomery, Ala.; a \$25,000 electric-light and flour-mill company in Texas; a \$100,000 phosphate company in Florida; a \$50,000 ice-factory and machine-shop company at De Land, Fla.; a \$50,000 mining company at Salisbury, N. C.; water works at Milledgeville, Ga.; a \$50,000 ice and electric-light company at Velasco, Texas; \$50,000 lime works at Chattanooga, Tenn.; a \$100,000 engine and machinery company at New Orleans; a \$100,000 fertilizer company at Baltimore, etc.

Southern Financial News.

NEW BANKS.

Baltimore, Md.—The Economy Savings Bank of Baltimore has been chartered by Frederick W. Walpert, James Bond, Frederick P. Stieff, John C. Toland and others.

Columbus City, Ala. (no postoffice).—W. E. Baskette, of Chattanooga, Tenn. will, as late as stated, organize a national bank in Columbus City.

Columbus, Ga.—The stock of the national bank reported in last issue has all been subscribed for, and it will commence business about January 15 or February 1 under the name of the Fourth National Bank of Columbus. T. E. Blanchard is president, and J. B. Owsley, of Stanford, Ky., cashier. The capital stock is \$150,000.

Harriman, Tenn.—The Manufacturers' National Bank of Harriman, reported in last issue as organized, has been authorized to commence business with a capital stock of \$50,000.

Hazlehurst, Miss.—The Bank of Hazlehurst, referred to in last issue, was organized October 26 with J. A. Covington, president, and G. W. Covington, cashier. The capital stock is \$50,000.

Memphis, Texas.—J. W. Powers, of Fort Worth, will, it is understood, organize the national bank lately mentioned with a capital stock of \$50,000.

North Wilkesboro, N. C.—J. E. Finley, president, reports that the Bank of North Wilkesboro, mentioned in last issue, has a capital stock of \$40,000 and will commence business February 15, 1892.

Smithfield, Ky.—A bank has been organized by J. T. Mitchell, W. S. Montgomery, S. T. Spurgeon and others. The capital stock is \$20,000.

Union Springs, Ala.—The Bullock County Bank, referred to in last issue, expects to increase its capital stock \$10,000 or \$20,000, January 1.

Aiken, S. C.—A bill has been introduced in the legislature authorizing the issuance of \$6,000 of bonds in aid of the Aiken Institute. The mayor can give particulars.

Anderson, S. C.—A bill has been introduced in the legislature empowering the county commissioners of Anderson county to issue bonds not to exceed \$40,000 in amount for the purpose of building a courthouse.

Atlanta, Ga.—The Atlanta Traction Co. has executed a mortgage with the Baltimore Trust & Guarantee Co., of Baltimore, as trustee, to secure an issue of 1,000 \$100 first mortgage 25-year 6 per cent. bonds.

Batesburg, S. C.—Application has been made to the legislature for authority to issue the \$10,000 of 30-year 6 per cent. bonds previously mentioned for public improvements or to aid railroad or manufacturing enterprises. The mayor can give information.

Cedartown, Ga.—The stockholders of the Cedartown Land Co. meet December 11 at the office of the company in Philadelphia, Pa., to consider the issuing of first mortgage bonds.

Charleston, S. C.—A bill has been introduced in the legislature authorizing the city council to issue 5 per cent. coupon bonds for the purpose of taking up or exchanging the 7 per cent. coupon bonds of the city maturing in 1892, '93, '94, '95, '96 and '97.

Charleston, S. C.—The Northeastern Railroad Co. is the company reported in last issue as declaring a semi annual dividend of 3 per cent.

Columbia, S. C.—A bill has been introduced in the legislature chartering the Atlantic Fire & Marine Insurance Co.

Covington, Ga.—The Covington & Oxford Street Railroad Co. has declared a semi-annual dividend of 4 per cent.

Covington, Va.—The Rich Patch Co. will probably issue \$100,000 of bonds for improvements.

Greenville, S. C.—The Mountain City Land Co. has declared an annual dividend of 10 per cent.

Harriman, Tenn.—As stated in last issue, the Harriman Coal & Iron Railroad Co. will issue \$500,000 of bonds. The Central Trust Co., of New York, is trustee.

Key West, Fla.—Oscar Rierson and associates have applied for authority to organize the First National Bank of Key West.

Laurens, S. C.—A bill has been introduced in the legislature to authorize the trustees of the Laurens graded schools to issue \$10,000 of bonds.

Lubbock, Texas.—The commissioner's court has issued \$16,000 of bonds to pay for the courthouse and jail now nearing completion.

Macon, Ga.—The city will hold an election on January 20 to decide as to the issuance of \$350,000 30-year 5 per cent. bonds for the purpose of constructing water works. S. B. Price, mayor, can give particulars.

Moundsville, W. Va.—The Moundsville Mining & Manufacturing Co. proposes placing on the market \$100,000 of stock in place of lot bearing stock, which has been withdrawn.

Orangeburg, S. C.—The Orangeburg Oil Mill

decided at a recent meeting to issue bonds to an amount not exceeding \$12,000.

Victoria, Texas.—The Gulf, Western Texas & Pacific Railway Co. has decided to issue the \$10,000,000 of first mortgage 50-year 5 per cent. bonds, previously mentioned.

Wilmington, N. C.—The First National Bank has suspended. The capital stock of the bank is \$250,000, and the last published statement showed deposits of \$405,000. It is understood that Daniel L. Russell, of Wilmington, will be appointed receiver.

Southern Securities

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RARE OPPORTUNITY FOR INVESTORS. FOR SALE.

Seventy-Three 5 Per Cent. Bonds of City of Darlington, S. C.

Denomination one thousand dollars each. For prices and full particulars address
CLARENCE S. NETTLES, Darlington, S. C.

SOUTHERN LOAN

BOND INVESTMENTS.

[Under this head the MANUFACTURERS' RECORD will publish announcements, not exceeding ONE DOLLAR, four times free of charge. Only offerings of real estate loans and municipal, county and other bonds, accompanied by specific statement of amount, time, rate of interest and security, will receive free insertions in this column.]

WANTED—\$2,500 FOR THREE YEARS at 10% interest, to be secured by mortgage on 400 acres of mineral land worth ten dollars per acre. Address G. T. BEVINS, Rural, Pike county, Ky.

WANTED—\$4,000 FOR FIVE YEARS AT 8% secured by real estate and machinery inventoried at \$45,000; interest payable semi-annually; services also desirable. Address LUCOMIS MANUFACTURING CO., Fernandina, Fla.

WANTED—\$100,000 FOR TEN YEARS at the lowest bid; interest payable quarterly in the city of New York; security, the finest business property in Richmond, Va., with 60% margin. Proposals received until the first of February for the whole or any part not less than \$10,000. Address HENRY L. STAPLES & CO., Richmond, Va.

WANTED—\$6,000 FOR THREE YEARS at 5%; secured by mortgage on 1,000 acres farm land, tax value \$12,000.

\$15,000 FOR FIVE YEARS AT 5%; secured by mortgage on improved real estate valued at \$50,000, bringing annual income of \$5,000.

\$6,000 FOR FIVE YEARS AT 5%; secured by mortgage on 3,000 acres farm land, tax value \$12,000.

\$10,000 FOR FIVE YEARS AT 5%; secured by mortgage on 6,000 acres of land valued at \$40,000.

\$3,000 FOR FIVE YEARS AT 5%; secured by mortgage on 2,500 acres farm land, tax value \$7,500. Loan to be used for improvements.

\$9,000 FOR FIVE YEARS AT 5%; secured by mortgage on 3,470 acres farm land, tax value \$28,000.

Full particulars regarding the above loans upon application to
J. J. HANESLEY, Americus, Ga.

WANTED—\$6,000 AT 5%, THREE TO five years, on a three-story 50x75 foot brick and stone business (stores, offices and Masonic hall) block, centrally located on best business street, rented to responsible parties; rentals amount to about \$2,500 a year. Cost \$12,000 to build, and is worth, including the land, \$15,000. FALES BUILDING CO., Harriman, Tenn.

WANTED—\$100,000 ON THREE YEARS' time, to erect a Pebble Phosphate Plant on Peace river; capacity 200 tons daily; security, mineral beds and plant, first mortgage; interest 12 per cent.; half cash and remainder on erection of plant. Apply P. O. BOX 183, Fort Meade, Fla.

WANTED \$1,000 FOR ONE OR TWO years at 5% interest, secured by first mortgage on improved property in Bluefield, W. Va., valued at \$2,500. Address J. L. HUTCHINSON, Box 86, Bluefield, W. Va.

WANTED—TO BORROW \$100,000 TO aid us in acquiring 70,000 acres of splendid pine timbered lands, worth \$2.50 per acre for the timber alone, but also containing valuable phosphate deposits. Object to resell timber interest, retaining phosphate interest for development. Security, mortgage on the land. Half interest in profits to lender. Write before option expires, BOYKIN & CO., 833 Broad St., Augusta, Ga.

WANTED—TO DISCOUNT FIRST MORTGAGE notes on improved Birmingham City real estate in sums of from \$1,000 to \$10,000; 9% net to party having money to invest. Abstracts furnished and property insured for benefit of holder of mortgage. If you have money to loan, address "J. L.," Room 2, upstairs, over Jefferson County Savings Bank, Birmingham, Ala.

15,000 Tons of Steel Rails for Norfolk & Western Railroad.

NORFOLK & WESTERN RAILROAD CO.,
PHILADELPHIA, November 30, 1891.
Editor *Manufacturers' Record*:

We have placed orders for 15,000 tons of steel rails, part to be used in the completion of our Ohio extension, which we expect to have finished by the 1st of August, and the remainder will be used for short branches, for sidings, etc.

Yours truly,

F. J. KIMBALL, President.

J. H. DAY & Co., of Cincinnati, Ohio, report the shipment of 20 large 8-barrel dough mixers, weighing over 4,000 pounds each, and five large sifting and mixing machines having a capacity of 400 barrels each per day, making in all 25 large wagon-loads. The fact of having secured this order in the face of the strong competition of to day is certainly a flattering endorsement of the merit of this firm's machines, and of the enterprise of its management.

REV. L. C. COLLIER, Vernon, Texas, wants prices on cathedral glass.

PROPOSALS.

MAYOR'S OFFICE.
VICKSBURG, MISS., October 15th, 1891.
Sealed proposals for lighting the city of Vicksburg for a period of one, three and five years from January 1st, 1892, will be received at this office until Monday, December 7th, 1891. The bid of gas company to state the candle-power of each lamp, and bids to be made on 100, 125, 150 and 200 lamps for one, three and five years. The bids of electric light company to state the candle power of electric light, and bids to be made on 10, 20, 30, 40 and 60 electric lights for one, three or five years.
R. V. BOOTH, Mayor.

MAYOR'S OFFICE.
GREENSBORO, N. C., Oct. 22, 1891.
The undersigned will receive sealed bids for LIGHTING THE CITY OF GREENSBORO, N. C., WITH ELECTRICITY from and after the 15th day of April, 1892. Bids to be made upon an estimate of not less than 50 arc lights of 1,500 candle-power each, or with incandescent lights of equal lighting capacity. Proposals are solicited, and it is desired that each shall contain an offer to light by the moon calendar, and also an offer to light all night. Bids will be opened on February 1st, 1892. All bids must be addressed to Jas. W. Forbis, Mayor, Greensboro, N. C. The city reserves the right to reject any and all bids.
JAS. W. FORBIS,
Mayor, City of Greensboro.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M. on the 23d day of December, 1891, for all the labor and materials required for the Approaches to the U. S. Courthouse and Postoffice Building at Asheville, N. C., in accordance with the drawing and specification, copies of which may be had on application at this office or the office of the Superintendent at Asheville, N. C. Each bid must be accompanied by a certified check for a sum not less than 25% of the amount of proposal. The Department will reject all bids received after the time herein stated for opening the same, also bids which do not comply strictly with all the requirements of this invitation. Proposals must be enclosed in envelopes, sealed and marked "Proposal for Approaches for U. S. Courthouse and Postoffice Building, Asheville, N. C.," and addressed to W. J. EDBROOKE, Supervising Architect. November 27, 1891.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M. on the 18th day of December, 1891, for all the labor and materials required for the Decorative Painting and Frescoing for the U. S. Postoffice, &c., Building at Brooklyn, N. Y., in accordance with drawings and specification, copies of which may be had on application at this office or the office of the Superintendent at Brooklyn, N. Y. Each bid must be accompanied by a certified check for a sum not less than 25% of the amount of the proposal. The Department will reject all bids received after the time herein stated for opening the same, also bids which do not comply strictly with all the requirements of this invitation. Proposals must be enclosed in envelopes, sealed and marked "Proposal for Decorative Painting and Frescoing for the U. S. Postoffice, &c., Building at Brooklyn, N. Y.," and addressed to W. J. EDBROOKE, Supervising Architect. November 18, 1891.

SEALED PROPOSALS will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M. on the 21st day of December, 1891, for all the labor and materials required for the Plumbing and Gas Piping, Paving Areas, &c., for the U. S. Courthouse, Postoffice, &c., Building at Chattanooga, Tenn., in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent at Chattanooga, Tenn. Each bid must be accompanied by a certified check for a sum not less than 25% of the amount of the proposal. The Department will reject all bids received after the time herein stated for opening the same, also bids which do not comply strictly with all the requirements of this invitation. Proposals must be enclosed in envelopes, sealed and marked "Proposal for the Plumbing and Gas Piping, Paving Areas, &c., for the U. S. Courthouse Postoffice, &c., building at Chattanooga, Tenn., and addressed to W. J. EDBROOKE, Supervising Architect. Nov. 23, 1891.

WANTS.

WANTED—POSITION as SUPERINTENDENT OF MACHINERY by a thoroughly competent Hydraulic and Mechanical Engineer. Ten years' experience in building and operating Hydraulic Compresses. Steam Engines and Locomotives. Can handle men to best advantage. Best of references. O. J. MORRIS, Opelika, Ala.

BUSINESS OPPORTUNITY.

WANTED—A PARTY WITH \$15,000 TO \$20,000 to take an interest in an Established Manufactory—well located—with regular customers. The right party with above money can secure a permanent position, at a liberal salary, and safe investment. For particulars address

"A. A. B.,"
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LOCATION WANTED.

For a large MACHINERY PLANT, with capital invested of \$50,000 and employing 100 hands, mostly skilled labor; will enlarge and employ 200 to 300 hands in new location; have been in successful operation thirty years; want free site and additional capital; location must be within easy freighting distance of New York. Address

ED. N. KIRK TALCOTT, C. E.,
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WANTED TO LEASE

3,500 TO 5,000 TONS OF STEEL RAILS, new or second hand, fit to relay, for a term of years, with privilege of purchase. Address

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PARTNER WANTED

To take an interest in BRICK WORKS equipped with Quaker and Penfield machines and Shaver Dryer. Must be experienced and competent to carry on the manufacture of common, pressed and ornamental brick and drain tile, while advertiser looks after the financial part of the business. Works located in North Alabama. Clay suitable for red, white, buff or chocolate brick. References exchanged. Address

"S. B. W.,"

Care of MANUFACTURERS' RECORD.

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For the most valuable tract of Magnetic Iron Ore Property in the South. Containing 3,000 acres, situate within seven miles of a new railroad and almost inexhaustible in quantity. It can be mined cheaply, as washing of the ore is not necessary. Also 100-acre tract of Black Marble, Lithograph Stone and Limestone, all of superior quality and immediately on Norfolk & Western Railroad. Terms easy. A bargain can be had by corresponding with

R. L. GREGORY & CO.,

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OF TENNESSEE.

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AUTHORIZED CAPITAL STOCK, \$10,000,000.

20,000 SHARES OF STOCK SOLD TO OVER 1,600 SHAREHOLDERS IN NEARLY EVERY STATE AND TERRITORY.

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ELIZABETHTON,

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Competent Agents Wanted to sell the stock of the Company in all parts of the country. The best references from bankers or well-known business firms required.

The most attractive and popular Southern investment stock on the market.

Apply at once to

CHARLES W. ADAMS,

Secretary Co-Operative Town Company,
ATLANTIC BUILDING, WASHINGTON, D. C.

Prospectus, Maps and Circulars, Showing Location of Towns and Company's Mineral Lands, SENT FREE Upon Application to Secretary of Company.

If you wish to keep posted on the progress of the South, read the MANUFACTURERS' RECORD. Price \$4.00 a year.

SOUTHERN BANKS.

Below is published a list of Banks and Bankers in the Southern States, whom the MANUFACTURERS' RECORD commends to its readers:

GEORGIA.

AUGUSTA—Georgia Railroad & Banking Co., Chas. H. Phinix, President. Capital \$4,200,000.

MACON—American National Bank Wm. H. Burden, President. Capital \$250,000.

MACON—Exchange Bank, H. J. Lamar, President; J. W. Caban's, Cashier. Capital and surplus \$350,000.

MACON—First National Bank, J. C. Plant, President. Capital and surplus \$250,000.

SOUTH CAROLINA.

COLUMBIA—Carolina National Bank, W. A. Clark, President. Capital \$100,000.

VIRGINIA.

BUENA VISTA—Buena Vista Loan & Trust Co., C. B. Gayer, Pres. Capital \$100,000.

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Stocks and Bonds Bought and Sold on Commission. Special attention given to Municipal and other Investment Loans. Dealers in Foreign Exchange. Drafts on Europe and Letters of Credit furnished.

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I can offer an excellent location and liberal inducements for the removal or establishment of the following Plants if good showing is made: LOCOMOTIVE WORKS, CAR WORKS, WOOD PULP MILL, PAPER MILL, FOUNDRY AND MACHINE SHOPS, ROLLING MILL, FURNITURE FACTORY, AND WOODWORKING FACTORY. Address

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MANUFACTURERS

Desiring to Locate in the South should Correspond with me.

Handsome Sites for Residences. Investments Made Which Will Pay Handsome Profits.

PARKE L. POINDEXTER, Real Estate Broker,

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NORFOLK, VA.

THE CAMPBELL COTTON COMPRESS

Is sold on the following GUARANTEE.



DENSITY Obtained,
Equal to Any,
COST of Plant,
Less than Any,
EXPENSE of Running,
Half of Any
First-Class Compress.

correspondence solicited.

THE CAMPBELL
Cotton Compress Co.,

109, 111, 113 and 115
N. FRONT ST.,
CINCINNATI, O.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

*Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.

In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Anniston—Washing Plant.—The Woodstock Iron Co. has commenced the erection of a large ore-washing plant.*

Attalla—Saw Mill.—E. W., H. W. and H. R. Godfrey have leased and purchased a large tract of timber land near Attalla, and will at once erect a saw mill with a capacity of 25,000 feet per day.

Gadsden—New Enterprise.—It is said that a new enterprise to employ 50 skilled workmen will be established at a cost of \$50,000.

Henderson—Cotton Gin.—J. J. Vickers will rebuild his cotton gin recently burned.*

Montgomery—Cotton Compress.—F. B. Fisk, W. A. Gayles, Joseph Gotter, of Memphis, Tenn., and others have incorporated the Alabama Compress & Storage Co. for the erection of the cotton compress in Montgomery lately mentioned; site has been purchased, and work will shortly commence on its erection. The machinery will consist of a Miller & Bierce hydraulic compress with a pressure of 3,000 tons. The capital stock is \$100,000.

Montgomery—Saw Mill.—The Alabama & Georgia Investment Co. is reported as to erect a saw mill at Clabys' Park.

ARKANSAS.

El Dorado—Saw Mill.—W. L. Risinger & Son will erect the saw mill mentioned last week.

Millville—Saw and Planing Mill.—The Freeman Lumber Co. has erected a saw and planing mill at Millville.

Paragould—Electric-light Plant.—The city is reported as making preparations for the erection of an electric-light plant. The mayor can give information.

FLORIDA.

Anthony—Phosphate Mines.—Mrs. Grocot & Son, of Wheeling, W. Va., will probably organize a stock company for the development of their phosphate property at Springs Park, near Anthony.

Bartow—Saw and Planing Mill.—W. M. Hurt, of Opelika, Ala., is erecting a saw and planing mill at the Terracella phosphate mine near Bartow.

De Land—Ice Factory, etc.—J. B. Congle, Frank Bond, J. T. Clarke and others have incorporated the De Land Manufacturing Co. to manufacture ice and operate an iron foundry and machine shop. The capital stock is \$50,000.

Fort White—Phosphate Mines.—The Argyle Phosphate Co., lately reported (under Lake City) as organized to develop 300 acres of phosphate land in Columbia county, has been incorporated with W. W. Richards, president; J. H. Curry, vice-president, and N. C. McMillan, secretary, all of Pensacola. The capital stock is \$100,000.

Jacksonville—River Improvements.—Duval county will hold an election on December 3d to decide as to the issuance of the bonds for the improvement of the navigation of St. John's river, which the legislature was previously reported as having authorized. For particulars apply to N. A. Hull, clerk of the board.

South Jacksonville—Improvement.—W. T., L. D. and G. M. Chapin have incorporated the Oak Terrace Improvement Co. to deal in all kinds of fruit, produce, etc. The capital stock is \$65,000.

St. Andrew's Bay—Saw Mill.—Lee Willett, mentioned lately, has improved his saw mill and put in new boiler.*

Tampa—Planing Mill.—George Booker will rebuild his planing mill, reported in this issue as burned.

Ybor City—Cigar Factory.—M. J. Castro will erect a cigar factory, as lately reported.

GEORGIA.

Acworth—Flour Mill.—Cowen, Moore & Co., recently referred to, have let contract for the changing of their flour mill to the roller process system.

Atlanta.—Charles I. Ryan and A. J. Ryan have incorporated the Ryan Company with a capital stock of \$100,000.

Atlanta—Boot, Shoe, etc., Factory.—W. L. Moore, J. F. Meador and A. J. Haltiwanger have incorporated the W. A. Moore Co. for the sale and manufacture of boots, shoes, notions, dry goods, etc. The capital stock is \$200,000, with the privilege of increasing to \$750,000.

Atlanta.—James and J. F. Burke and others have incorporated the "Old Book Store" with a capital stock of \$10,000, with privilege of increasing to \$25,000.

Atlanta—Glass and Paint Factory.—E. L. Brown, R. L. Pendergrast and C. M. Carpenter have incorporated the Southern Paint & Glass Co. for the buying, selling and manufacturing of oils, paints, glass, etc. The capital stock is \$15,000, with privilege of increasing to \$50,000. The company states that it does not expect to manufacture for some time yet.

Augusta—Hosiery Mill.—W. P. McClure, of Philadelphia, Pa., is endeavoring to make arrangements for establishing a hosiery mill in Augusta.

Carrollton—Water Works.—W. J. Stewart will erect a 25,000-gallon water tank for fire protection.*

Columbus—Lumber Mill.—Rhodes Browne, S. A. Carter, C. E. Caverly and others have incorporated the Rose Hill Lumber Co. with a capital stock of \$10,000, with privilege of increasing to \$100,000.

Dahlonega—Gold Mine.—The Southern Equipment Co., of Chattanooga, Tenn., is, as stated in our last issue, furnishing the Dahlonega gold mine with a new outfit of machinery.

Jackson—Cotton Gin.—The Jackson Oil Mill Co. will erect a six-gin gin in the spring. For particulars address the secretary, Meade Hendrick.

La Fayette—Pottery.—H. D. Robinson will erect a pottery, as reported in our last issue.*

Louisville—Cotton Gin.—W. A. Willie will rebuild his cotton gin recently burned.*

Macon—Water Works.—On January 20, 1892, the city will hold an election to decide as to the issuance of \$350,000 of bonds for the construction of the water works system previously mentioned. The mayor can give information.

Milledgeville—Water Works.—The city has accepted a proposition made by the American Pipe Manufacturing Co., of Philadelphia, Pa., for the construction and operation of a system of water works in Milledgeville.

Savannah—Drug, etc., Factory.—Willard C. Offutt and R. D. Grigg, Jr., have incorporated the Southern Drug & Chemical Co. to manufacture medicines, drugs, formulas, etc. The capital stock is to be not less than \$10,000 nor more than \$100,000.

Savannah—Canning Factory.—The Oemir Oyster Co. has commenced operations at its oyster-canning factory on Wilmington Island.

Stamp Creek—Mineral Lands.—Samuel Johnson, W. H. Renfrow, Tom Nelson and others are developing mineral lands.

Tallahassee—Cartridge and Powder Factory.—It has been currently reported that the Swift Powder & Cartridge Co., recently incorporated at Covington, Ky., would locate its plant in Tallahassee. Concerning this plant, B. F. Hand, of Tallahassee, writes to the MANUFACTURERS' RECORD as follows: "12 carloads of machinery for the Swift Powder & Cartridge Co. reached Tallahassee yesterday. Work upon the factory and mills will be pushed as fast as possible; 1,000 hands will be employed."

Tallahassee—Artificial Stone Works, etc.—J. R. Waldo, J. T. Tuggle and G. L. Judd have organized as the Tallahassee Concrete Roof & Paving Co. for concrete roofing and paving, the manufacture of artificial stone foundations, sidewalks, window caps, sills, etc., by a patent preparation of J. R. Waldo.

Thomasville—Cotton Compress.—C. C. Campbell, A. P. Wright, S. L. Hayes and others will incorporate the Thomasville Cotton Press Co. to erect the cotton compress lately mentioned at a cost of \$30,000.

KENTUCKY.

Berea—Saw Mill.—R. P. Scobee & Son are reported as to establish a saw mill.

Cloverport—Stone Quarry.—Edgar Bennett and Marshal Morris are to develop a stone quarry on the Bennett farm.

Dixon—Distillery.—Owensboro parties are reported as erecting a distillery at Dixon.

Frankfort—Gas Works.—W. H. Harris, J. N. Huston and P. W. Hardin have incorporated the American Gas Co. to establish and operate gas works, etc. The capital stock is reported as to be \$10,000,000.

Franklin—Creamery and Cheese Factory.—Arrangements have, it is stated, been made for the establishment of a creamery and cheese factory.

Henderson—Distillery.—The Rich Grain Distilling Co. is to commence the manufacture of gin at its distillery.

Hopkinsville—Water Works.—A system of water works is reported as to be constructed. The mayor can give information.

Louisville—Machine Shop.—P. Caldwell has let contract to Mr. Stout for the erection of a shop at the House of Refuge; building will be two stories high, 150x40 feet in size.

Maysville—Carriage Factory.—Myall & Shackelford contemplate the erection of a carriage factory.

LOUISIANA.

Donaldsonville—Electric-light Plant and Ice Factory.—The Donaldsonville Ice Co. will, as stated in our last issue, put in a 15-ton ice machine. Next season the company will put in an electric light plant.

Mansfield—Grist Mill and Gin.—Green Rives will rebuild his cotton gin and grist mill lately reported as burned. Machinery has been ordered.

Mansfield—Water Works.—Green Rives will construct a system of water works.*

New Orleans—Canal Construction.—Charles E. Collom has received contract for the work of culverting the Melpomene and Camp-street canals, lately reported.

New Orleans—Cigar, etc., Factory.—John E. Turney & Co., Limited, have incorporated for the manufacture of cigars, cigarettes, etc. The capital stock is \$50,000.

New Orleans—Engine Works.—The Lee Vacuum Engine Co. has been incorporated to manufacture steam engines, etc. The capital stock is \$100,000.

MARYLAND.

Baltimore—Real Estate.—W. J. Schaffield, Frederick Schmidt, William B. Crisp and others have incorporated the Concordia Improvement Co. for the purpose of dealing in real estate.

Baltimore.—The Gottschalk Co. will hold a meeting on December 17 at its office, 108-110 Light street, to consider the increase of its capital stock to \$250,000.

Baltimore—Machine Works.—R. W. Welch, W. A. Dunn, L. D. Passano and others have incorporated the Eclipse Manufacturing Co. to manufacture machines for cleaning grain, etc. The capital stock is \$5,000.

Baltimore—Fertilizer Factory.—R. M. Freeman, A. L. Taveau, M. H. Chamberlain, of Detroit, Mich., and others have incorporated the Washington Fertilizer Co. with a capital stock of \$100,000.

Baltimore—Ice-cream and Confectionery Factory.—W. F. Weber is preparing plans for the erection of a confectionery and ice-cream factory for James H. Traynor at 208 Mosher street; building will be three stories high, 20x36 feet.

Centreville—Flour Mill.—L. R. McFadden has put roller process machinery in his flour mill.

Cumberland—Pipe Line.—The Standard Oil Co. is reported as constructing a pipe line with a capacity of 15,000 barrels of oil per day from Adams county, Pa., to Cumberland.

Hagerstown—Sewerage System.—The city contemplates contracting with the Lewis-Mercer Construction Co. of New York, to construct a sewerage system in Hagerstown. The mayor can give information.

MISSISSIPPI.

Durant—Cotton Gin.—J. C. Watson will rebuild his cotton gin recently burned.*

Ellisville (P. O. Ellisville Depot)—Saw Mill.—Lowery, Carter & Co., lately referred to, are erecting a saw mill on the line of the N. O. & N. E. R. R. It will have capacity of from 30 to 50 M feet of lumber daily.*

Love's Station—Saw Mill.—John Guy will rebuild his saw mill recently burned.*

Natchez—Water Works.—James S. Richardson, of New Orleans, La., has purchased the water works plant and property of the Natchez Water & Sewer Co. for the sum of \$19,000.

NORTH CAROLINA.

Ashboro—Gold Mine.—The Ashboro Lumber Co. is reported as having purchased the Betts property, near Ashboro, and as to develop gold mine on same.

Burlington—Vehicle Works.—L. J. Fonville,

mentioned last week, contemplates putting new machinery in his carriage and wagon shop.*

Castle Hayne—Phosphate Mines.—The North Carolina Phosphate Co. is reported as to put in additional machinery and double the output of its phosphate mines.

Chimney Rock—Saw and Planing Mill.—The Thermal Belt Improvement Co. has erected a saw and planing mill at Hickory Nut Gap.

Dunn—Foundry and Machine Shop.—A stock company is being organized to establish an iron foundry and machine shop. For information address Joseph Pearsall, secretary.

Franklin—Saw Mill.—T. S. Arthur is reported as erecting a saw mill.

Jefferson—Iron Mines.—J. B. Colvard and George Crouse are reported as to develop iron ore mines on their property in Ashe county.

Monroe—Knitting Mill.—It is stated that efforts are being made for the organization of a stock company to establish a knitting mill, probably to be operated in connection with the Monroe Cotton Mills.

Morganton—Asbestos Mines.—An English syndicate is negotiating for the purchase of the asbestos mining property near Morganton of the L. Colinsky Co., of Washington, D. C.

Morganton—Tobacco Factory.—J. C. & Manley McDowell will start a smoking-tobacco factory.*

New Berne—Buggy and Carriage Factory.—W. H. Winfield & Son are to establish a factory for the manufacture of buggies, wagon, etc.; building is now in course of erection.

New Berne—Cotton Mill.—Efforts are, it is said, being made for the establishment of a cotton mill.

Rocky Mount—Prizery.—W. H. Cheek, Jr., has erected a four-story leaf tobacco prize-house.

Salisbury—Mining and Manufacturing.—A. P. and Ellen Lighthill and W. F. Aldrich have incorporated the Aldrich Mining Co. to deal in real estate and carry on a mining, manufacturing and milling business. The capital stock is \$50,000, with privilege of increasing to \$500,000.

Silver City—Flour Mill.—W. F. Fox will establish, it is reported, a flour mill at Silver City.

SOUTH CAROLINA.

Aiken—Cotton Gin.—W. H. Chafee will, next summer, rebuild his cotton gin recently burned.

Batesburg—Improvements.—A bill has been introduced in the legislature to authorize Batesburg to issue \$10,000 of bonds for public improvements or manufacturing and railroad purposes.

Beaufort—Canning Factory.—J. R. Hunt, T. S. Swinton and B. F. McCabe, of Charleston, previously mentioned as to erect an oyster-canning factory at Beaufort, have incorporated the Beaufort Packing Co. with a capital stock of \$50,000 for the purpose of operating same.

Bennettsville—Saw Mill.—N. C. Monroe will establish a saw mill, as reported in our last issue; will also put in planer and lathe mill.*

Blacksburg—Sulphuric-acid Plant.—The Carolina Sulphuric Acid Co. has been incorporated with a capital stock of \$300,000.

Charleston—Artesian Well.—The Charleston Water Works Co. has contracted for the sinking of an artesian well on Nassau street at a cost of about \$50,000.

Charleston—Phosphate Works.—The Stono Phosphate Co. has been incorporated with a capital stock of \$200,000.

Cheraw—Bridge.—The bill, previously reported, providing for the issuance of bonds to purchase the toll bridge, has been introduced in the legislature; it specifies \$15,000 as the amount to be issued.

Columbia—Transportation.—A bill to incorporate the West Shore Transportation Co. has been introduced in the legislature.

Columbia—Cotton Mill.—The Columbia Water Power Co. will erect a \$500,000 cotton mill, as stated in our last issue; work on same will soon be commenced.

Columbia—Cotton Mill.—It is reported that Hiram Wheat, of Spartanburg, S. C., has organized a Northern syndicate for the erection of a cotton mill near Columbia; the mill to be erected on a line of the Columbia, Newberry & Laurens Railroad, and the water of the Saluda river to be utilized for power purposes.

Columbia—Wharves, etc.—A bill has been introduced in the legislature to incorporate the Trimblestone Land Co., and authorize it to erect docks, wharves, etc.

Honea Path—Canning Factory.—The \$20,000 stock company lately reported as being organized to establish a canning factory has completed its organization with J. B. Watkins, president, and W. B. Cox, vice-president.

Mars Bluff—Grist Mill.—J. B. Brinson will probably rebuild his grist mill lately reported as burned.*

Yorkville—Water Works.—The city may construct water works. For information address the mayor.

TENNESSEE.

Bristol—Iron Furnace.—The Bristol Steel & Iron Co. has blown out its iron furnace for the purpose of repairing its three engines.

Chattanooga—Fertilizer Factory.—The Southern Equipment Co. is putting in a complete fertilizing plant, using steel slag as basis.

Chattanooga—Iron Works.—The Southern Malleable Iron Works has, it is stated, put in operation a 20-ton furnace, thus doubling the capacity of its iron works.

Chattanooga—Corn and Feed Mill, etc.—The Henderson Lumber Co. has put in a corn and feed mill and a power sheller.

Chattanooga—Elevator Works.—The Enterprise Elevator & Safety Co., of Cincinnati, Ohio, is reported as having purchased the elevator works of the Chattanooga Elevator Co. and as to enlarge and operate same.

Chattanooga—Lime-kilns.—Fred Licker and others are reported as erecting two lime-kilns at a cost of about \$50,000.

Dickson—Electric-light Plant and Flour Mill. G. W. Belknap, of Nashville, and others will organize the Dickson Mill Co. to erect the roller flour mill previously mentioned; also for the erection of an electric-light plant.

Dickson—Grist Mill.—The establishment of a new grist mill is talked of.

Gallatin—Saw Mill.—Harper & Strother will rebuild their saw mill, lately reported as burned.

Harriman—Steam Laundry.—W. A. Verity, of Kalamazoo, Mich., is reported as to operate the Troy Steam Laundry.

Lawrenceburg—Water Works.—R. H. Harvey and others have, as stated in our last issue, contracted to construct a system of water works.

Limestone—Buggy and Carriage Shop.—W. N. Walker will, as reported lately, establish a buggy and carriage shop.

McKenzie—Axe handle Factory.—The Big Sandy axe-handle factory is reported as having been removed to McKenzie.

Nashville—Implement and Wagon Factory, Lumber Mills, etc.—The Mammoth Manufacturing Co. has been incorporated, as recently reported (under Birmingham, Ala.). J. F. Lee, of 9th street and Sylvan avenue, Nashville, the company's secretary, states that "the capital is \$1,750,000, fully paid up, and that a plant will be erected to consist of 24 one-story buildings, 20 of which will be 50x300 feet in size. The entire plant will be fitted with new machinery and have capacity to employ from 1,500 to 2,000 men. Lumber, agricultural implements, wagons, etc., will be manufactured. The business to be carried on is an established one, but location for the new plant has not yet been determined. The company will also publish an agricultural newspaper." The incorporators are I. P. Gilbert, of Michigan, and J. F. Lee and E. R. Thurman, of Nashville.

Nashville—Sewerage.—A bill has been introduced in the city council authorizing the issuance of \$100,000 of sewerage bonds in place of the \$75,000 bill recently reported. This bill has been recommended for adoption. For any particulars address the mayor.

Obion—Planing Mill.—A planing mill is reported as to be established.

Sango—Flour Mill.—J. E. Case will erect, it is said, a flour mill.

Sherman Heights—Basket, etc., Factory.—The Chattanooga Basket & Package Co. is reported as to enlarge its basket, etc., factory.

Sherman Heights—Range Works.—The Southern Queen Range Works are reported as to be enlarged by the erection of several additions in the near future.

Verona—Flour Mill.—Derryberry & Co. will erect a roller process flour mill, as recently reported. Contract has been let.

TEXAS.

Abilene—Cotton Gin.—Hornbuckle & Co. will rebuild their cotton gin lately reported as burned.

Amarillo—Broom Factory.—J. L. Caldwell is reported as to start a factory for the manufacture of brooms.

Austin—Lumber Mill, etc.—The North Texas Land & Lumber Co. has increased its capital stock to \$80,000.

Dallas—Merchandise.—William J. Betterton, S. T. Morgan and C. L. Betterton have incorporated the Betterton & Morgan Mercantile Co. for the handling of merchandise, etc. The capital stock is \$50,000.

El Paso—Sampling Works.—Rutter & Joy will establish sampling works at El Paso.

Fort Worth—Furniture, etc., Factory.—Martin Casey, C. J. Swasey, J. J. Gannon and others have incorporated the Texas Fixture & Furniture Co. with a capital stock of \$20,000.

Fort Worth—Maltory.—Frederick Krauss, of Milwaukee, Wis., will erect the maltory at Fort Worth previously mentioned.

Galveston—Grain Elevator.—The Galveston Wharf Co. contemplates the erection of another grain elevator of 500,000 bushels capacity.

Galveston.—The Galveston Chamber of Commerce has been incorporated with W. F. Ladd, president; P. J. Willis, second vice president, and Irwin Mahon, secretary, for the purpose of promoting and enlarging the commercial activity of Galveston. The capital stock is \$10,000, with privilege of increasing to \$100,000.

Graham—Flour Mill.—The Young County Alliance will erect, it is stated, a roller process flour mill at Graham.

Jacksonville—Pottery.—A pottery is reported as shortly to be put in operation.

Jefferson—Cotton-tile Mill and Furnace.—It is stated that the Lone Star Iron Co. will build a cotton-tile mill; also another iron furnace.

Lampasas—Onyx Quarry.—A. F. Baker, Lampasas, Texas, will develop an onyx quarry.

McKinney—Ice Factory, etc.—E. W. Morton is reported as having purchased the ice factory of Renney & Pardue, and as to add bottling works to same.

Midlothian—Cotton Gin.—A. L. Sims will rebuild next spring his cotton gin lately reported as burned.

New Birmingham—Iron Furnace.—The Cherokee Iron Co. has completed its furnace and put it into blast.

Oakalla—Cotton Gin.—F. N. McBryde will, in the spring, rebuild his cotton gin recently burned.

Olden—Silver Mines.—The Silver Pass Mining Co., recently reported (under Eastland) as to develop silver mines at Olden, contemplates the erection of a 20-ton smelter.

Paris Ice Factory.—The Arctic Ice Co. has let contract to the Hercules Iron Works, of Chicago, Ill., for the erection of a 15-ton ice plant.

Queen City—Grist Mill and Gin.—J. J. Casey will erect a grist mill and cotton gin.

Richmond—Land Improvement.—The South Texas Land & Colonization Co. has been organized for colonization purposes. Newell Foster is president; J. E. Gillespie, treasurer, and J. W. Henry, secretary; capital stock, \$300,000.

San Antonio—Publishing.—George W. Russ, W. B. Wright, J. B. Day and others have incorporated the San Antonio Printing Co. to publish a newspaper, etc. The capital stock is \$25,000.

San Antonio—Slaughter-house.—The city council has granted permission to Amos Groves and others for the erection of a \$30,000 union slaughter-house.

Santa Anna—Coal Mines.—Coal mines are reported as being developed in Coleman county, near Santa Anna.

Santa Anna—Water Works.—The city will hold an election to decide as to the assessing of a tax for the construction of a system of water works.

Texarkana—Water Works.—The Texarkana (Ark.) Water Co. has purchased the Texarkana, Texas, water works, consolidated both plants and will operate same from the Arkansas side.

Trinity—Chemical Works.—A. T. Anderson, S. H. Spanger and A. M. Lowenthal are reported as having established chemical works at Saxon.

Velasco—Ice Factory and Cold storage Plant.—H. Hamilton, J. A. Patton, H. Prince and C. A. Zilker, of Houston, have incorporated the Velasco Ice, Light & Refrigerator Co. for the purpose of operating the ice factory and cold-storage plant lately reported as to be erected. The capital stock is \$50,000.

Velasco—Cordage Factory.—The Velasco Cordage Co. has been incorporated with B. McChesler as president; J. S. Cloud, vice-president, and E. R. Manning, secretary.

Victoria—Electric-light Plant and Ice Factory. W. T. Gaines has leased the Victoria Light, Power & Ice Co.'s plant. He will double the capacity of the electric-light plant and improve the ice factory and put them in operation.

Waco—Excelsior, Mattress, etc., Factory.—The Ed. Stephenson Manufacturing Co., reported last week as incorporated, has purchased the plant of the Stephenson Manufacturing Co. and will manufacture mattresses, shoddy, cotton batting, excelsior and huck.

Wayland—Cotton Gin.—A. J. Harden will rebuild his cotton gin recently burned.

VIRGINIA.

Allisonia—Iron Mines.—Messrs. Green & Crockett, mentioned last week, state that they are developing the Forney iron mines under the firm name as above, and have not organized any company.

Christiansburg Saw Mill, etc.—Henry Klog, of Roanoke, will, besides the ore-washing and crushing plant, etc., reported last week, erect a saw mill.

Covington—Iron Mines.—The Rich Patch Co. is to expend \$100,000 in the improvement of its property.

Graham—Saw Mill.—H. J. Moses is reported as to establish a saw mill.

Graham—Grist Mill.—J. R. Whitworth is reported as to erect a grist mill.

Manchester—Iron Works.—T. H. Norvell has received contract for the removal of the iron works of J. R. Johnson & Co., of Richmond, to Manchester. The work will cost \$15,000.

Naruna—Lumber Mill.—W. B. Simpson & Son contemplate adding a stove mill to their plant.

Norfolk—Ice Factory.—The Hygeia Ice Co. is putting a 35-ton absorption ice machine in its ice factory in Brambleton that will enable it to double its capacity.

Portsmouth—Baking-powder Factory.—Thos. H. Haynor will establish a baking powder factory, as reported last week; capital invested will be about \$5,000.

Radford—Sash, Door and Moulding Factory.—E. G. Buck, of Bedford City, will remove his sash, door and moulding factory to Radford.

Richlands—Canning Factory.—Dr. Clapp, W. H. Fuller and John Loop are organizing a stock company for the purpose of erecting a canning factory.

Richmond—Cedar Works.—The Richmond Cedar Works were not burned, as reported in our last issue; the fire only destroyed a warehouse, which will be at once rebuilt.

Richmond—Transfer Company.—The Richmond Transfer Co. has been incorporated with A. W. Garber, president, and C. A. Taylor, secretary. The capital stock is to be not less than \$50,000 nor more than \$100,000.

Roanoke—Iron Mines.—Pedigo & Co. are reported as having commenced the development of their iron ore; property on Mill mountain.

Roanoke—Tobacco Factory.—Fishburne Bros. contemplate increasing the capacity of their tobacco factory.

Winchester—Paper Mill.—The Winchester Paper Mill will probably soon resume operations.

Wytheville—Marble Quarry.—Messrs. Carriesta and Mueller have, as stated in our last issue, purchased for development the A. J. Lindamood marble quarry.

WEST VIRGINIA.

Beverly—Coal Mines.—The Tygart Valley Coke Co. will, it is stated, shortly commence the development of 4,000 acres of coal land in Barbour and Randolph counties.

Charleston—Nut Works.—A. W. Ward will, with others, start in the spring works to make his patent self-locking nut.

Farmington—Coal Mines.—It is reported that a syndicate of Pittsburgh and Philadelphia (Pa.) capitalists have purchased 8,000 acres of coal lands near Farmington and will expend about \$1,000,000 in the development of same and the erection of ovens.

Fellowsville—Oil Wells.—A company is reported as sinking an oil well at Fellowsville, also as investigating with a view of optioning 50,000 acres of mineral land for development.

Moundsville—Brick Works.—Criswell & Sons, of Bellaire, Ohio, have, it is stated, leased, will improve and operate the brick works of Mr. Chaddock, at Moundsville.

Moundsville—Brick Works.—The Mound City Brick Co. has increased its capital stock from \$20,000 to \$30,000.

Piedmont—Pulp Mill.—The Piedmont Pulp & Paper Co. has put new boiler and engine in its pulp mill, and will soon put in four additional digesters.

Terra Alta—Saw Mills.—Offutt & Lakin will erect a saw mill at Rinear; S. Rinear will also erect one.

Weston—Creamery.—The Weston Creamery, reported last week as incorporated, has recently erected its plant and has it ready for operation. The incorporators are Ed. Ralston, Andrew Edmiston, G. L. Camden and others.

BURNED.

Anderson, S. C.—The grist mill and cotton gin of J. B. Douthit.

Birmingham, Ala.—The soap factory of B. F. Formie & Co.

Chattanooga, Tenn.—The carriage factory of A. Fasnacht.

Chipley, Fla.—The dry-kiln, etc., of Hagerman, McInnon & Co., at Rock Hill.

Dallas, Texas.—The plant of the Dallas Dressed Beef & Packing Co.; loss \$200,000.

Denver, S. C.—The grist mill and cotton gin of J. B. Douthit, near Denver.

Edwardsville, Ala.—The flour, grist mill and cotton gin of Emanuel Laminack.

Fayetteville, N. C.—The planing mills of the Hope Mills Lumber Co. in Cleveland county; loss \$10,000.

Henderson, Ky.—The mill building of the Marshall Milling Co.; loss \$30,000.

Pleasant Hill, S. C.—The grist mill and cotton gin of J. R. Knight.

San Antonio, Texas.—The cold-storage plant of the Anheuser-Busch Brewing Association; loss \$10,000.

San Antonio, Texas.—The warehouse of the Anheuser-Busch Brewing Association.

Suspension, Ala.—The cotton ginery of H. B. Walker.

Tampa, Fla.—The planing mill of George Booker, near Tampa.

Taylorville, N. C.—The flour, grist and saw mill of Alepaugh Bros., near Taylorville.

The cotton gins of S. A. Thompson, et Scott, Ala.; W. L. Lightfoot, Fort Gaines, Ga.; J. B. Rowe, at Motion Station, near Natchitoches, La.; Sid Haskinson, near Alken, S. C.; T. H. Snow, near Cold Spring, Texas; Mrs. E. M. Godwin, near Arkansas City, Ark.; R. E. Rice, near Varner, Ark.—loss \$6,500; R. Gillespie, near Ladonia, Texas; S. M. Blocker, Osceola, Texas; F. Lynch, Cheraw, S. C.; W. F. Billups, Ray, Texas; Smith & Moseley, Smithland, Texas; W. F. Williamson, Palestine, Texas; the Evans Cotton Gin, Fort Worth, Texas; R. M. White, near Blum, Texas; the Eureka Manufacturing Co., Palestine, Texas—loss about \$8,000.

Building Notes.

Alexandria, La.—Opera-house, etc.—The stock company lately reported as to be organized to erect a building for opera-house and lodge purposes intends building a three-story brick structure to cost about \$20,000. D. J. Adams can give information.

Anderson, S. C.—Courthouse.—Anderson county will probably build a courthouse in Anderson. The county clerk can give information.

Arcadia, Fla.—Hall.—The Pine Level Lodge of Free Masons will, it is stated, erect a hall building.

Asheville, N. C.—Public Building.—W. J. Edbrooke, supervising architect, Treasury Department, Washington, D. C., will receive proposals until December 23 for all the labor and material required for the approaches to the the United States courthouse and postoffice building at Asheville.

Attalla, Ala.—Hotel.—W. T. Brown & Bro. are reported as to build a hotel.

Austin, Texas—Hall.—The erection of the \$35,000 building lately mentioned is contemplated by the Young Men's Christian Association of the University of Texas. J. A. Read, secretary, can give information.

Baltimore, Md.—Club-Building.—The Iroquois Building Co. has been incorporated with Robert C. Davidson, president, to erect a building for the Iroquois Club.

Baltimore, Md.—Miss E. Oliver will erect a two-story brick dwelling; Fricke Bros., 10 two-story brick buildings; P. Johnson, two-story brick building; R. Applegarth, two-story brick building; John Wei sel, two-story brick building; E. S. Echers, three story brick building, and G. W. Dickerson, 4 two-story brick buildings.

Baltimore, Md.—Hall.—It is proposed to erect a hall building to cost about \$150,000. Frank Frick can give particulars.

Baltimore, Md.—Roundhouse.—The Baltimore Belt Railroad Co. will build a roundhouse near Huntington avenue.

Baltimore, Md.—Warehouse.—T. A. Naylor will erect a two story brick warehouse.

Bastrop, Texas—Jail.—Bastrop county contemplates building a jail in Bastrop. The county clerk can give particulars.

Beaufort, S. C.—Jail.—The jail building mentioned in last issue (under Fort Royal) will be built by Beaufort county in Beaufort. It is to be of brick, two stories, 34½x41½ feet, and cost \$6,000. The Pauly Jail Building & Manufacturing Co. has the contract.

Beaufort, S. C.—A branch of the Equitable Building & Loan Association of Augusta, Ga., has been organized with N. Christensen, president; E. F. Courvoisier, vice-president, and W. H. Lockwood, secretary.

Beaumont, Texas—Opera-house.—A company will probably be organized to build an opera-house. The mayor can give information.

Bessemer City, N. C.—Churches.—The Northern colored Methodists contemplate building a church. The colored Baptists will also probably build an edifice.

Bridgeport, Ala.—A. H. Gould has prepared plans for the erection of a three-story building, 100 feet front, for Frederick Aldous.

Bryan, Texas—Warehouse.—Johnson & Norrell contemplate building a cotton warehouse.

Charleson, W. Va.—A branch of the Baltimore Building & Loan Association has been organized with G. E. Price, president, and J. F. Bedell, secretary.

Chesterfield, Va.—Hall.—The Chesterfield & Manchester Agricultural & Mechanical society intends erecting an exposition hall and other buildings.

Chimney Rock, N. C.—Hotel.—The Thermal Belt Development Co., of 45 Vesey street, New York city, referred to in last issue, is erecting a hotel in Hickory Nut Gap.

Clifton Forge, Va.—A. J. Acord, Jr., will probably erect a business building.

Columbia, Ala.—Schoolhouse.—A schoolhouse is reported as to be built. The mayor can give information.

Columbia, S. C.—G. W. Waring has contract for the erection of a large residence at Waverly for Mrs. H. P. Clarke.

Columbus, Ga.—Church.—The members of the First Presbyterian Church will rebuild their edifice lately burned. The loss was from \$50,000 to \$75,000.

Courtland, Ala.—It is stated that Ballentine Bros. have been awarded contract for the erection of a block of brick store buildings for E. H. Wallen, of Decatur.

Cumberland, Md.—Warehouse.—The George's Creek & Cumberland Railroad Co. (office, New York) will build a warehouse in Cumberland.

Cumberland, Md.—The Seventh German Building Association has been organized.

Danville, Ky.—Warehouse.—Cogar Haas & Co. contemplate building a large warehouse.

Dardanelle, Ark.—Church.—The Methodists will build a new edifice. Rev. N. Futrell can give particulars.

Elizabethton, Tenn.—Hotel and Office Building.—The Co-operative Land Co. of Tennessee is reported as to build a hotel, also an office building.

Elkins, W. Va.—College.—Hon. S. B. Elkins has, it is stated, offered to subscribe \$50,000 towards the erection of a Baptist college in Elkins.

El Paso, Texas.—Depot, etc.—The Texas & Pacific Railway Co. (office, Dallas), lately referred to, has awarded contract to Samuel Carruthers, of Dallas, for the erect on in El Paso of a combination passenger and freight depot, yard-master and master-mechanic's offices and telegraph office. The cost is about \$5,400. The company also intends building roundhouse, blacksmith shop, coal bins, water station, turntable, etc., at an aggregate cost of \$26,000.

Ennis, Texas.—Hotel.—The Texas Loan Co., of Corsicana, purchased the Ennis Opera-House lately mentioned, and is remodeling it for hotel purposes.

Fairmont, W. Va.—The Fairmont Investment & Construction Co. has been organized.

Fort Gaines, Ga.—Hall.—The Knights of Pythias contemplate building a hall.

Galveston, Texas.—Office Building.—The Chamber of Commerce contemplates erecting a seven-story office building, to have three elevators and other improvements.

Greenville, Texas.—Hall.—The Pythian Home Building Association has been chartered by W. N. Harrison, Charles Fulton, W. L. Terrell and others to erect the three-story building lately reported for the Knights of Pythias. The capital stock is \$30,000.

Iowa Park, Texas.—G. A. McKindly has awarded contract for the erection of a brick store building; Architect E. Birk is having plans prepared for the erection of a business building, and Miss Short and Mrs. Snow will each erect business houses.

Iron City, Ga.—Hotel.—It is stated that J. A. B. Sikes will build a hotel.

Jacksonville, Fla.—P. Tischler, previously referred to, has commenced the erection of a three-story brick building 109x116 feet. A Mr. Byrnes will erect a three-story brick building.

Laurens, S. C.—School Building.—A bill has been introduced in the legislature authorizing the issuance of \$10,000 of bonds for the purpose of erecting school buildings. The mayor can give information.

Little Rock, Ark.—Hotel.—George R. Brown and H. P. Bradford, lately mentioned, contemplate building a frame hotel.

Maysville, Ky.—Hotel.—The erection of a hotel is proposed.

Montgomery, Ala.—Warehouse.—The Alabama Cotton Compress & Storage Co. will erect at once a warehouse that will cover 4 acres of ground.

Montgomery, Ala.—Church.—The members of the First Baptist Church will probably build a new edifice.

Montgomery, Ala.—Pollak & Co. expect to erect a four-story business building to cost about \$50,000.

Nashville, Tenn.—Telephone Exchange.—The Telephone Exchange contemplates erecting a three-story brick building to cost \$25,000.

Nashville, Tenn.—Thomson & Gibel contemplate erecting a three-story brick building to cost \$12,000.

Nashville, Tenn.—Church.—Sharp & Grubbs have prepared plans for the erection of an edifice for the West Cedar Street Baptist Church to cost about \$10,000.

Natchez, Miss.—Henry Frank, referred to in last issue, expects to erect, next spring, a three-story brick, stone and iron building.

Norfolk, Va.—Brothers de Saussure & Waters, of Roanoke, are preparing plans for the erection of an \$8,000 building in Norfolk.

Paris, Tenn.—Opera house, etc.—W. C. Johnson, lately referred to, will commence about April 1, 1892, the erection of 5 two-and-a-half story brick storehouses, 20 to 28 feet in width and 104 feet long. An opera house is to be above two of the stores.

Pilot Point, Texas.—Church.—The Catholics are reported as to build an edifice.

Pocahontas, Va.—Depot.—The Atlantic Coast Line Railroad Co. (office, Wilmington, N. C.) contemplates building a freight depot in Pocahontas.

Radford, Va.—College.—It is stated that Prof. G. W. Miles will erect several brick college buildings to cost about \$30,000 for the education of young men.

Radford, Va.—Peters Brothers have awarded contract for the erection of a business building.

Radford, Va.—Market house.—The building of a market house in the eastern section of the city is contemplated. The mayor can give information.

Raleigh, N. C.—University.—It is stated that the Baptist Female State University is to be located in Raleigh. N. B. Broughton can give information.

Richmond, Va.—Penitentiary.—W. O. Burton reports that he has contract to build a fourth story on the Virginia State Penitentiary to cost \$28,400.

Richmond, Va.—Church.—The Baptists will build an edifice at Barton Heights, as stated in last issue. J. H. Rogers can give information.

Roanoke, Va.—Frank Korte contemplates erecting a residence to cost \$5,000. Dr. Strickland will also build a residence.

Roanoke, Va.—The Powell Investment Co. is reported as to build four houses.

Roanoke, Va.—Church.—The members of Christ Episcopal Church propose erecting a mission church.

Savannah, Ga.—Storehouse.—The Savannah, Florida & Western Railroad Co. is reported as to build wharves and storehouses.

Savannah, Ga.—Percy Sugden has prepared plans for the erection of a two story brick residence for W. F. M. Cauley.

Senola, Ga.—Bank Building.—Contract has been awarded for the erection of a building for the Farmers & Merchants' Bank.

Tallahassee, Tenn.—Hotel.—The Park Hotel Co., referred to in last issue, contemplates building a hotel to cost from \$6,000 to \$10,000 and desires plans.

Velasco, Texas.—Brunson & Stacey have been awarded contract for the erection of a two story brick store, 52x100 feet, for C. F. Wischman.

Velasco, Texas.—D. Mahony has secured contract for the erection of the two story brick building, 50x80 feet, lately reported for the Velasco Building Association. It will cost about \$6,200.

Velasco, Texas.—The Velasco Building Co. has been organized to build 70 residences.

Velasco, Texas.—The Velasco Cottage Co. has been organized with B. McWhorter, of Sherman, president, and E. R. Manning, of Albany, secretary, to build 100 cottages.

Vernon, Texas.—Church.—The Cumberland Presbyterian Church, lately mentioned, will build a brick edifice 62x40 feet to cost \$5,000. Rev. L. C. Collier can give particulars.

Washington, D. C.—Church.—A. P. Clark, Jr., has prepared plans for the erection of the edifice previously reported for the Eastern Presbyterian Church. It is to be two stories, 50x84 feet, and will cost \$45,000.

Washington, D. C.—James Robbins will erect 2 three-story dwellings 23x40 feet to cost \$12,000.

West Point, Ga.—Church.—Contractor Williams, of Columbus, has been awarded contract for the erection of a church in West Point for the Presbyterians.

THE cottonseed-oil mills of Western Tennessee, Eastern Arkansas and a part of Mississippi have for several seasons established a price for seed which has been faithfully adhered to by all in the combine. The agreement was to pay no more than \$10 per ton for seed delivered at Memphis by railroad, and \$9 when carried by boats. Early this season there was seed enough for all, but later the supply lessened and a competition arose for whatever might remain that caused a breaking of the agreement. The American Cotton Oil Trust is trying to get all the seed in the territory specified, and the many independent mills are determined it shall not succeed. The farmers, according to a Memphis dispatch to the St. Louis Republic, are now receiving \$1 a ton more than they would have realized had there been no quarrel, and the probability is that there will be a further advance before the season closes.

AT WINSTON-SALEM.

A Significant Land Sale at the Twin Cities.

Good Prices Realized at a Public Auction Sale—Opinions on the Present Southern Situation—Excellent Prospects in Every Direction.

[Special Cor. MANUFACTURERS' RECORD.]

NORTH CAROLINA HEADQUARTERS OF THE MANUFACTURERS' RECORD, WINSTON-SALEM, N. C., Nov. 30, 1891.

Of marked significance is the sale of the Winston-Salem Land & Investment Co. last week. About 50 lots were sold at prices ranging from \$6 to \$11 per front foot. And this at a time when there is less activity in this community than there has been for years. The low prices for cotton have had a far-reaching effect, and have caused a stringency in the money market here and elsewhere throughout the South wholly out of proportion to the importance of that industry *per se* to the commercial world hereabouts. But when the planter is short of profits the country merchant fails to realize; the jobber then is in for it, and the manufacturer's bills are not promptly met, and so it happens that such important manufacturing centers as Winston-Salem are obliged to suffer from temporary inability to collect bills due.

So when there was lively bidding at good prices for the lots offered for sale last week, there was a strengthening, a confidence in the ability of Winston-Salem to get along swimmingly in spite of any stringencies, and the general opinion was that no matter whether times are flush or otherwise, the intrinsic value of Winston-Salem real estate is of so substantial and generally accepted a character that dull times only emphasize and prove its soundness.

It is, by the way, interesting to note the opinions of two Winstonians just returned from an extensive tour of the North and West, Messrs. R. J. Reynolds and A. H. Eller. These gentlemen have visited all the "boom" towns between Chicago and Portland and San Francisco and Kansas City, and have kept their eyes and ears open everywhere. They return fully convinced by all they saw and heard that it is only the South which is to have the bulk of immigration and the influx of capital during the next ten years.

"The comparatively few acres of tillable land in the extreme West," said Mr. Reynolds, "are now largely held by speculators at such prices as farmers cannot afford to pay. Why I can produce better ground in every way for \$5 to \$20 an acre in North Carolina than you would have to pay \$50 and \$100 for in many portions of the West. I met people on the train everywhere who admitted the South must certainly be the great field for improvement for many years to come. The South is a little dull just now, but the West will be dull for twenty years in my opinion."

"I return to the South better pleased than ever with my native land," said Mr. Eller. "The West is overdone, boomed beyond anything it can possibly stand up to for years to come. The far West is mainly a succession of more or less successful mining camps, more or less clever people, and gigantic hotels. It is an interesting country, but at the present writing a well fleeced country, and I am now more than ever convinced that this Southern country is to be the region of greatest activity for years to come."

At Baltimore last week I met Mr. John Gill, of the Mercantile Trust Co. and various other financial enterprises, including the Roanoke & Southern Railroad Construction Co. I asked him for some Southern news. Said he: "The settlement of Virginia's debt is the most important thing

that has happened to the South for years that will inspire a greater confidence among capitalists than has ever before existed, and the good effects will be felt everywhere in the South. About the Roanoke & Southern Railroad? Well, it will soon be finished to Roanoke. It will be a great benefit to all the country it penetrates, and, unless unforeseen difficulties arise, we will be through from Winston to Roanoke before Christmas."

A. P.

A \$5,000,000 English Company to Operate in the South.

The New York World of last Sunday had the following cable from London:

"Steve Elkins, president of the West Virginia Coal Co., appears as the figure-head in a scheme to float more American commercial enterprises in the London market.

"The prospectus was issued to day of the Anglo-American Coal, Iron & Steel Corporation. The capital asked for is £1,000,000 sterling, divided into 3,000 6 per cent. first mortgage debenture bonds of £1200 each, 60,000 8 per cent. cumulative preference shares of £5 each, 78,800 ordinary shares of £5 each and 600 founders' shares of £10 each. Half this capital is to be offered immediately for subscription.

"The objects of the company, as stated in the prospectus, are to acquire the property belonging to the New York & New Orleans Coal & Iron Co. of Tennessee; also nineteen twenty-fifths of the capital stock of the Kimball Town Co. of \$2,500,000, which was organized to develop the said town-site.

"These properties are alleged to have a frontage on the Tennessee river of three miles, extending 18 miles back from the river, and to comprise 60,000 acres of land, which, according to the experts employed, contains large deposits of coal and iron.

"The Manhattan Trust Co. of New York is the trustee of the company. H. Ingalls Kimball is managing director in America. The advisory board consists of Steve Elkins, Logan H. Roots, of Little Rock, Ark.; R. O. French, president of the Manhattan Trust Co. of New York; E. K. Sibly and Col. John H. Bryant, of New York."

And Monday's issue contained an interview with Mr. Elkins, in which it is said:

"A cable special in yesterday's World told of Mr. S. B. Elkins's success in securing British capital to boom the Anglo-American Coal, Iron & Steel Corporation with a capital of \$5,000,000.

"Yes," said Mr. Elkins last evening to a reporter, "our corporation intends to obtain possession of vast coal and iron lands in Tennessee belonging to the New York & New Orleans Coal & Iron Co. and the controlling interests of the Kimball Town Co., located on the banks of the Tennessee river. We would have secured all the money necessary to develop the properties long ago but for the failure of Baring Bros. and the big drop in Argentine securities. These two financial disasters frightened European investors for the time being. There is now a better financial feeling abroad, especially as regards good investments. There is plenty of money in England to invest in American projects, but they must be free of speculative booms. The company I have interested myself in was organized to develop properties."

"MONEY WANTED" advertised free of charge by the MANUFACTURERS' RECORD.

VALUABLE PROPERTIES of all descriptions for sale in the growing city of WINSTON-SALEM, N. C. 5 miles Electric Street Railroad. 112 Factories. Population 1882, 4,194. Population 1890, 16,471. Tobacco Center. Railroad Center. Paved Streets. The Future Metropolis of the South.

F. C. HUMPHREY, Real Estate Agent.

Information About the South.

THE marvelous mineral and timber wealth of the Southern States, the unrivalled capabilities as a manufacturing area, and the astonishing progress they are making in developing their natural resources and in utilizing their facilities for manufacture, are attracting the attention of the whole world. The extent of these resources and advantages is so fully and carefully set forth, and the progress of this development so faithfully chronicled from week to week in the MANUFACTURERS' RECORD, that it is now accepted everywhere as unquestioned authority on Southern affairs, and its statistics and statements are drawn upon by almost every writer or speaker on any Southern topic.

Its weekly issues constitute an authentic history of the industrial progress of the Southern States. It furnishes every week a vast variety of information on Southern affairs that can be gained from no other source. It discusses in its editorial columns and in its correspondence every topic of Southern interest. It presents the resources and the development of the South in all their phases. To all who are in any way interested or concerned in the prosperity of the South, or who care to keep posted as to the industrial and commercial progress of that section, the MANUFACTURERS' RECORD is indispensable. It is an 80-page weekly industrial, financial and railroad paper. Why not subscribe. Price \$4 a year.

Read What Others Say of the MANUFACTURERS' RECORD and Its Work.

EXTRACTS From a Few of the Hundreds of Letters of Commendation Recently Received:

- Contains best exposition of details of Southern advancement.—*J. S. Jeans, Secretary British Iron and Steel Institute.*
- It is to the industrial South as the sun is to the day.—*J. Reese, inventor of the Basic process.*
- It furnishes the inspiration of Southern progress.—*Louis T. Baxter, President Nashville Commercial Club.*
- Contributed more than all other papers and parties to Southern prosperity.—*E. Watkins, President Chattanooga & Lookout Mountain Railroad.*
- Largely instrumental in attracting capital.—*Jarvis-Conklin Mortgage Trust Co., Kansas City, Mo.*
- Renders valuable and appreciated service.—*C. R. Makepeace, Providence, R. I.*
- More effective than all other agencies in Southern development.—*Lorin Blodgett.*
- Occupies first rank as an authority on Southern interests.—*Baltimore, Chesapeake & Richmond Steamboat Co.*
- Has no rival in value and efficiency as an advocate of Southern advancement.—*Marion, North Carolina, Improvement Co.*
- Value of your paper to our Southland is simply incalculable.—*W. K. Clark & Bro., Clarksville, Tenn.*
- Leads every journal of its class.—*Commercial and Industrial Asso., Montgomery, Ala.*
- Has been the greatest factor in Southern development.—*P. H. Hanes & Co., Winston, N. C.*
- By far the ablest and most intelligent exponent of Southern resources and progress.—*F. A. Hull, Pineville, Ky.*
- Cannot have sufficient praise and commendation.—*Builders and Traders' Exchange, Louisville, Ky.*
- Have always admired its energy, dignity and honorable methods.—*C. A. Cambrill Mfg. Co., Baltimore, Md.*
- More potent than any other single instrumentality.—*George B. Cowlam, Knoxville, Tenn.*
- Invaluable to everyone interested in the South.—*Frederic Taylor, New York.*
- Useful and efficient in building up the South.—*John A. Hambleton & Co., Baltimore.*
- Reliable, efficient and a valuable advertising medium.—*John F. Jones, Blacksburg, S. C.*
- Have had better and richer results from it than almost any other paper.—*Egan Co., Cin.*
- Have found it the best medium in the South.—*Hercules Iron Works, Chicago.*
- Has been an active agent for me in my business.—*Wm. Minnigerode, Cincinnati.*
- An encyclopedia of Southern information.—*S. Laurence French, Boston.*
- An important medium of information, thoroughly reliable and most valuable advertising journal.—*Wilson, Colston & Co., Baltimore.*
- Rendered most valuable aid towards Southern development.—*J. M. Robinson, President Seaboard Air Line.*
- I find the MANUFACTURERS' RECORD everywhere in the South.—*A. E. Randle.*
- Its work can't be overestimated.—*Hon. Pat Calhoun, Atlanta, Ga.*
- It is in every workshop and on the table of every capitalist seeking investment.—*M. M. Martin, Natural Bridge, Va.*

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Baking-powder Factory.—Thos. H. Haynor, Portsmouth, Va., may later on require machinery for use in baking-powder factory.

Belting.—Lee Willett, St. Andrew's Bay, Fla., wants circulars on belting.

Belting.—J. C. Watson, Durant, Miss., will purchase belting.

Belting.—Hornbuckle & Co., Abilene, Texas, will want belting.

Blowers, etc.—Wm. M. Jones & Co., Hoffman, N. C., want to buy blower and heater.

Boiler.—Jos. G. Johnson, 2220 Pennsylvania avenue, Baltimore, Md., will want boiler.

Boiler.—H. D. Robinson, La Fayette, Ga., will want a 15 horse-power boiler.

Boiler and Engine.—Wm. M. Jones & Co., Hoffman, N. C., want to buy a 50 horse power boiler and engine.

Boiler and Engine.—J. W. Roach, Stock Yards, W. Va., wants prices and terms on boiler and engine.

Boiler and Engine.—A. J. Harden, Wayland, Texas, will purchase a 40 horse-power boiler and 30 horse-power engine.

Boiler and Engine.—J. J. Vickers, Henderson, Ala., will buy a 25 horse-power engine and boiler.

Boiler and Engine.—J. J. Busse, Covington, Ky., wants a 100 horse-power engine and boiler.

Boiler and Engine.—The Calvert Water, Ice & Electric Light Co., Calvert, Texas, is in the market for a 100 horse-power boiler and an 85 horse-power engine.

Boilers.—Lowery, Carter & Co., Ellisville Depot, Miss., will soon need boilers.

Brick Machinery.—J. J. Basse, Covington, Ky., wants two brick machines with clay elevators and dumping cars; also grate-bars and furnaces for kilns.

Corn Mill.—A. J. Harden, Wayland, Texas, will purchase a corn mill of 25 or 30 bushels capacity per hour.

Corn Mill.—F. N. McBryde, Oakalla, Texas, wants a corn mill.

Cotton Gin.—F. N. McBryde, Oakalla, Texas, will want cotton gin outfit.

Cotton Gin.—J. C. Watson, Durant, Miss., will purchase cotton gin, condenser, press, etc.

Cotton Gin.—J. J. Vickers, Henderson, Ala., will buy two 60-saw cotton gins, feeders and condensers.

Cotton Gin.—W. A. Willie, Louisville, Ga., will want a 75-saw gin with condenser, feeder and press.

Cotton Gin.—A. L. Sims, Midlothian, Texas, will need complete cotton-gin outfit.

Cotton Gin.—J. J. Casey, Queen City, Texas, will want a cotton gin and press.

Cotton Gins.—Hornbuckle & Co., Abilene, Texas, will want cotton gins and feeders.

Cotton Gins.—A. J. Harden, Wayland, Texas, will purchase two 70-saw gins.

Cotton Press.—A. J. Harden, Wayland, Texas, will purchase a cylinder steam cotton press.

Crushers.—The Fort Smith Mining & Smelting Co., Box 895, Fort Smith, Ark., wants prices on crushers and other mining machinery. S. A. Williams, secretary.

Drill.—The Vulcan Road Machine Co., Charleston, W. Va., is in the market for an upright drill—Blaisdell No. 2, back gear and self feed, second hand.

Dry kiln.—Wm. M. Jones & Co., Hoffman, N. C., want to buy a dry-kiln outfit with capacity of 12 M feet.

Dry kilns.—Lowery, Carter & Co., Ellisville Depot, Miss., will soon want dry-kiln machinery with capacity of from 10 to 20 M feet of lumber daily.

Dynamo.—Green & Crockett, Allsionia, Va., want prices on a second-hand dynamo suitable for running 20 to 25 incandescent lights.

Dynamos, etc.—The Calvert Water, Ice & Electric Light Co., Calvert, Texas, is in the market for two incandescent dynamos, 500 16-candle-power, with complete station equipment, including lamps, sockets, etc.; also want a 50-light arc dynamo, 2,000 candles, 25 lamps and equipment for same.

Edger.—Lieberman, Loveman & O'Brien, Nashville, Tenn., will purchase a lang edger.

Elevator.—L. J. Fonville, Burlington, N. C., wants estimates on elevator for tobacco prizing.

Elevator.—J. J. Casey, Queen City, Texas, will want an elevator for handling and cleaning seed cotton.

Elevators.—The Richmond Cedar Works, Richmond, Va., will want two 2-ton elevators, power or hydraulic.

Engine.—The Richmond Cedar Works, Richmond, Va., will want an engine.

Engine.—Hornbuckle & Co., Abilene, Texas, may require an engine.

Engine.—The Woodstock Iron Co., Anniston, Ala., will want a 100 horse-power engine.

Engine.—J. C. Watson, Durant, Miss., will purchase engine fixtures, inspirator, governor, etc.

Engine.—L. J. Fonville, Burlington, N. C., wants estimates on a 15 horse-power engine.

Engine.—The A. M. Dolph Co., Cincinnati, Ohio, wants a 50 horse-power Corliss or Brown automatic engine; second-hand one will answer.

Engines.—Lowery, Carter & Co., Ellisville Depot, Miss., will soon want engines.

Fertilizer Machinery.—The Southern Equipment Co., Chattanooga, Tenn., wants machinery for making fertilizers, using furnace slag as basis.

Grist Mill.—J. B. Brinson, Mar's Bluff, S. C., wants prices on a 35 inch grist mill.

Grist Mill.—J. C. Watson, Durant, Miss., will purchase a grist mill.

Grist Mill.—J. J. Casey, Queen City, Texas, will want a grist mill.

Hoisters.—The Fort Smith Mining & Smelting Co., Box 895, Fort Smith, Ark., wants prices on hoisters. S. A. Williams, secretary.

Hoop Machinery.—W. T. Wade & Bro., Wadeville, N. C., will want hoop-sawing machinery, hoop-coiling machine, double hoop planer, pointing machine, etc.

Lath Mill.—N. C. Monroe, Bennettsville, S. C., will purchase a lath mill.

Lath Mill, etc.—Lieberman, Loveman & O'Brien, Nashville, Tenn., will purchase a lath mill and a lumber trimmer.

Laundry Machinery.—John G. Talley, Nava-sota, Texas, wants prices on laundry machinery.

Locomotive.—Lowery, Carter & Co., Ellisville Depot, Miss., will need a locomotive, 15 to 18 ton, 3 foot gauge.

Locomotives.—P. A. Cook, Punta Gorda, Fla., is in the market for tram-road engines.

Millstones.—J. J. Vickers, Henderson, Ala., will buy a pair of 42-inch mill rocks and spindle.

Mining Machinery.—W. A. Grice, president Silver Pass Mining Co., Olden, Texas, wants prices on general mining machinery, also on steam machinery.

Mining Machinery.—W. H. Jones, Bessemer, Ala., will need mining machinery (iron ore), and wants prices on same.

Mortiser.—The Henderson Lumber Co., Chattanooga, Tenn., may want a mortising machine.

Nut and Threading Machines.—A. W. Ward, Charleston, W. Va., wants 12 nut-making machines from 1/4 up to 1 inch, and 4 threading machines for same.

Piping.—The Woodstock Iron Co., Anniston, Ala., will want about 3,500 feet of 12 or 14-inch spiral pipe.

Piping.—Green Rives, Mansfield, La., will want about 1,000 or 1,500 feet of 4-inch gas pipe.

Piping Machinery.—Jos. G. Johnson, 2220 Pennsylvania avenue, Baltimore, Md., will need about five miles of pipe ranging in size from 4 to 10 inches.

Planer.—N. C. Monroe, Bennettsville, S. C., will purchase a planer.

Planers.—Lowery, Carter & Co., Ellisville Depot, Miss., will soon want planers.

Pottery.—H. D. Robinson, La Fayette, Ga., will want jolly wheels and rings and other wheels for hand-turning to use in a pottery.

Pulleys, etc.—A. J. Harden, Wayland, Texas, will purchase pulleys and shafting.

Pulleys, etc.—W. A. Willie, Louisville, Ga., wants pulleys and shafting.

Pulleys, etc.—Hornbuckle & Co., Abilene, Texas, will want pulleys and shafting.

Pump.—The Woodstock Iron Co., Anniston, Ala., will want a pump to furnish 1,000 gallons of water every minute.

Pump.—W. J. Stewart, Carrollton, Ga., wants a horse-power for lifting water.

Pump.—J. J. Busse, Covington, Ky., wants a steam pump.

Pump.—R. H. Harvey, Lawrenceburg, Tenn., wants a pump for steam or water-power house.

Pump.—Green Rives, Mansfield, La., will want a force pump of about 4,000 gallons capacity per hour.

Pumps.—The Fort Smith Mining & Smelting Co., Box 895, Fort Smith, Ark., wants prices on deep-well pumps. S. A. Williams, secretary.

Pumps.—Jos. G. Johnson, 2220 Pennsylvania avenue, Baltimore, Md., will want pumping machinery.

Rails.—Lowery, Carter & Co., Ellisville Depot, Miss., will need 30 pound rails.

Resawing Machine.—U. B. Simpson & Son, Naruna, Va., wants prices and description of a resawing machine for making beveled siding.

Road Machines.—P. A. Cook, Punta Gorda, Fla., is in the market for road machines.

Roofing.—A. J. Harden, Wayland, Texas, will purchase roofing and siding.

Roofing.—J. J. Vickers, Henderson, Ala., wants corrugated roofing to cover 32x60-foot house.

Roofing.—W. A. Willie, Louisville, Ga., wants roofing.

Roofing, etc.—B. A. Smith, Jackson, Tenn., wants tin shingles for roofing, also cresting.

Saw Mill.—John Guv, Love's Station, Miss., will buy new outfit of machinery for saw mill.

Saw Mill.—T. C. Conn, operating a saw mill at Daingerfield, Texas, will purchase some machinery.

Saw Mills.—Lieberman, Loveman & O'Brien, Nashville, Tenn., will purchase a band saw mill and a pony circular-saw mill.

Saws.—Lee Willett, St. Andrew's Bay, Fla., wants catalogues of saws.

Saw Trimmer.—Wm. M. Jones & Co., Hoffman, N. C., want to buy two saw trimmers.

Shafting.—J. C. Watson, Durant, Miss., will purchase shafting, etc.

Shafting.—J. J. Vickers, Henderson, Ala., will buy shafting.

Shafting.—J. J. Casey, Queen City, Texas, will want about 100 feet of solid shafting.

Shingle Machines.—E. M. Norman, McLemoresville, Tenn., wants prices and cuts of shingle machines.

Smutter.—J. N. Ballou, Crumpler, N. C., wants a smutter (flour mill).

Stave Mill.—U. B. Simpson & Son, Naruna, Va., want prices on a stave mill, also any information regarding the manufacture of staves.

Stoneworking Machinery.—A. F. Baker, Lampasas, Texas, wants to purchase machinery for quarrying and dressing Mexican onyx.

Tank.—Green Rives, Mansfield, La., will want a galvanized iron tank of 10,000 gallons capacity.

Tanks.—R. H. Harvey, Lawrenceburg, Tenn., wants reservoir tanks.

Tenoner.—The Henderson Lumber Co., Chattanooga, Tenn., may want a tenoning machine.

Tobacco Factory.—J. C. & Manley McDowell, Morganton, N. C., need entire outfit of machinery for smoking-tobacco factory.

Tubing.—R. H. Harvey, Lawrenceburg, Tenn., wants 2 1/2 and 3-inch tubing.

Vehicle Works.—L. J. Fonville, Burlington, N. C., wants estimates on full outfit of machinery for buggy and wagon shop.

Vehicle Works.—W. N. Walker, Limestone, Tenn., will need a small amount of buggy and carriage machinery.

Veneer Machine.—Mitchell, Renz & Co., Palatka, Fla., are in the market for a latest improved veneer machine to cut from 30 to 63 inches long and 48, 54 or 60 inches in diameter.

Water Works.—T. E. Cross, care Southern Equipment Co., Chattanooga, Tenn., wants estimates on complete outfit for water system to supply city of 4,000 inhabitants. For systems requiring stand-pipe, give estimates for same erected, and for pumping station, outfit set up and complete.

Water-works Supplies.—Jos. G. Johnson, 2220 Pennsylvania avenue, Baltimore, Md., will want fire hydrants, valves, etc.

Front Royal (Va) Notes.

FRONT ROYAL, VA., Nov. 30, 1891.

Editor Manufacturers' Record:

The Royal Building Co., a local enterprise that has been so actively engaged in the erection of homes for those who have come to stay, have in contemplation the building of ten more houses.

The need of homes to accommodate the demands of newcomers is so apparent that a number of progressive people are looking to the organization of a home building association. Doubtless all the arrangements will be speedily made and steps taken for active work with brick and mortar.

It is learned that the two land companies will hold their annual stockholders' meeting at a day fixed in this month, when measures may be taken looking to the advancement of all interests in common with us.

LARGE PLACER GOLD MINE

FOR SALE.

Situated in Burke County, North Carolina, U. S. A. For printed report on mine apply to

E. E. BOULDIN,
DANVILLE, VA., U. S. A.

A Liberal Offer.

Five-Acre Lot FREE, with all the CYPRESS Timber on Four Hundred Acres, and one year's exemption from county taxes, within half to three-quarters of a mile of the three railway depots at Lake City, Florida. This offer is made to any RELIABLE PARTY that will establish a Factory for the manufacture of DOORS, SASH, BLINDS or line of FURNITURE. Apply to SECRETARY BOARD OF TRADE, LAKE CITY, FLA.

Novelty Woodworking Sheds FOR SALE.

Situated in Sanford, Fla. Good reasons for selling. A good opportunity for a hustler. Address

W. T. COTTER,

ELY BLOCK, JACKSONVILLE, FLA.

FOR SALE

AT A BARGAIN. The entire Machinery of the BATTLE CREEK KNITTING CO. A COMPLETE OUTFIT in an excellent location for the manufacture of Hosiery. Will be sold with or without the plant.

BATTLE CREEK KNITTING CO.

BATTLE CREEK, MICH.

FOR SALE.

Wagon Skein and Long Arm Axle Plants. Patterns, Flasks, Machinery and Tools for manufacturing Wagon Thimble Skeins. Also for manufacturing Wagon Axles. Particulars on application.

THE JAS. L. HAVEN CO.

No 57 Plum Street, CINCINNATI, OHIO.

For Sale Cheap.

One 90 horse-power Steel Return Tube Boiler, second-hand, with Pump, Heater and Filter. One 75 horse-power Engine, second-hand. Boiler nearly new and first-class in every respect.

BAGBY & RIVERS,

624 West Pratt Street, BALTIMORE, MD.

FOR SALE.

23 36-inch Top Flat Self-Stripping Cards. 1 Denn Winding Machine, 2016 ends, nearly new. 7 Bobbin Winders. Bands work in Grooved Pulleys, Overhead Cables. 2 New and 2 Second-hand Yarn Reels.

M. CAMBRILL & CO.

BANK, CECIL CO., MD.

FOR SALE.

CORLISS ENGINE.

Diameter of Cylinder, 14 inches; Length of Stroke, 30 inches. Used about three years; good as new; can be seen running.

GEORGE PLACE,

120 Broadway, New York.

FOR SALE.

A 60 HORSE-POWER IDE AUTOMATIC ENGINE and 70 HORSE-POWER BOILER complete with fittings and stack; also ONE 750-LIGHT DYNAMO and ONE 30-LIGHT INCANDESCENT. All as good as new.

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We offer for sale upon liberal terms the Electric Light Plant complete in every respect and now in operation in the prosperous town of Henderson, N. C. The original cost of this plant, consisting of Engine, Boiler, Dynamos, Lamps, Wire, Poles, Station-house, &c., was \$15,000. The above will be sold at a bargain.

For full information address
JAMES R. YOUNG, Manager,
HENDERSON, N. C.

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Of modern construction and in excellent order throughout; improved appliances for economical operation; location in every way unsurpassed. For particulars address

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EXCELSIOR ICE AND COLD-STORAGE PLANT.

Located in the solid and progressive city of Nashville, Tenn. Ice-making capacity 80 tons daily, and an additional reserve capacity of 20 tons daily. Cold-storage capacity 50,000 cubic feet. This is one of the largest and best plants of the kind in America, and has been a success from the start in every way. It is a bonanza for someone. For particulars address

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Blast Furnaces, Bessemer and Open Hearth Steel Works, Rolling Mills, Steam and Hydraulic Machinery, Heating Furnaces, Gas Producers, &c.
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Mill Architects and Engineers,

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SPECIALTY:

Plans, Specifications and Superintendence for the Construction, Equipment and Organization of Cotton, Woolen, Worsted and other Textile Mills.

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63 State & 19 Kilby Sts., Exchange Building, BOSTON, MASS.

Textile and other Industrial Plants designed, Machinery and Power arranged and construction superintended in a thorough manner.



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For Hard Plaster, Paints, &c.

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Cloth, Paper, Yarn, &c.

Or for any other purpose requiring great pressure.

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This device is a necessary fixture for all Buildings where Hose is used.

OVER 8,000 IN USE.

Estimates for Racks and Hose furnished upon application. Send for Catalogue.

C. R. MAKEPEACE & CO.
ARCHITECTS and Mill ENGINEERS
PROVIDENCE, R. I. Plans, Specifications and Estimates furnished for Cotton & Woolen Mills.

ROBERT MILLER,

ARCHITECT.

Private Residences a Specialty.

Spartanburg, S. C.

D. D. ROGERS,

Mining and Consulting Engineer.

Examination of the PHOSPHATES of FLORIDA a Specialty.

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Water Works, Water Power, Drainage, Reclamation, Improvement of Highways and Street Paving, Topographical Surveys and Maps. Examinations, Expert Tests, Reports. Designs Specifications and Estimates.

JOHN MAC LEOD, M. Am. Soc. C. E.

Consulting & Civil Engineer

Ky. National Bank Building, Louisville, Ky.

Surveys and Construction of Railroads, Bridges, Deep Foundations and other Engineering works. Plans, specifications and estimates furnished and construction superintended. Examinations and reports made of railroad properties, projected lines, mineral & timber lands. Consultation invited.

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Hydraulic and Mechanical Engineer.

Improvement of Water Powers, arrangement of Power Plants, Shafting, etc. Plans and Specifications for Construction and Equipment of Paper and Pulp Mills.

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COLLINS & HACKETT,

Architects and Mechanical Engineers,

Rooms 27 and 28 CROWLE BUILDING,

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Drawings, Specifications and Superintendence furnished for all kinds of Buildings, Machinery, &c., at Reasonable Rates.

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CONSULTING CIVIL ENGINEER,

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Railroads, Bridges, Sanitary Engineering and Superintendence of Work.

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Civil and Topographical Eng., A. M. I. C. E.

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The Chase Elevator For Handling Coal and Other Materials.

We illustrate herewith a device that although made especially for the handling of coal in large quantities could be easily adapted for special uses in the South, such as unloading or excavating sand, gravel, fertilizers, ores, clay, tan bark, etc.

Economy in the handling of coal and other products is a matter of great and

heavy fall to cause breakage, and the velocity of the coal is further checked by curving upward the chute as it leaves the elevator and by a door or gate at the end to regulate the delivery.

The elevator requires only two men to operate it, viz: An engineer, who can watch the running, lower the elevator or raise it to suit the tide, etc., and a man to regulate the delivery of the coal, so that the coal tower is kept full up to the top.

At an exhibition of the machine at the

inch engines. It is well to provide sufficient power for work independent of the elevator, such as driving a conveyor or hauling the car over the pockets, etc. Each of these uses saves the expense of one or more men, and the engineer can readily attend to the work with less care than is needed in hauling an automatic bucket. Any man capable of having the charge of a hoisting engine can learn to handle the elevator in one day. The company also build an elevator designed to travel along the front of a dock, delivering coal into any desired bin without rehandling. It is built precisely like the stationary elevators, but is mounted on a low 6-wheel car on two parallel tracks, and has the advantages of being movable along a long water front, and when not in use may be swung in clear of the dock, an advantage where large schooners are unloaded.

go down into a space only 58 inches long and 33 inches wide, and is mounted on a turntable, so as to take up coal from the side of the track. This is claimed to be "the best machine ever desired for use in yards where coal is stocked; works equally well on curved or straight track, and has a capacity of 100 to 200 tons per hour." Still another machine is one used for unloading coal at a distance from the pockets, as where wharf room is needed for other uses. The elevator occupies a space only 20 feet square, leaving the rest of the wharf

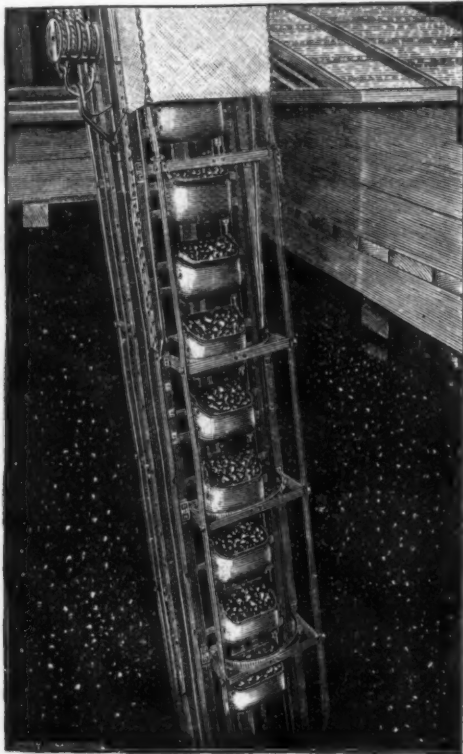


FIG. 1.—THE CHASE ELEVATOR.

growing importance. After years of experimenting, the Chase Elevator Co., of Fall River, Mass., has placed upon the market machines that have been subjected to the severest tests, and are winning the commendation of all who are using them.

The Chase elevator consists of a pair of endless chains traveling over grooved wheels, and carrying a set of strong sheet steel buckets, the whole being supported by a frame made of four rolled channel beams, stayed and trussed sufficiently strong to stand the rough usage incidental to handling coal.

All the wearing parts, chain, bars, etc., are made of mild steel, and are sufficiently heavy to withstand the ordinary wear and tear, and also the sudden shocks and strains of careless handling.

The driving power is applied to the shaft, which is carried in fixed bearings, leaving the elevator freedom to travel up or down as far as necessary.

The machines are usually speeded, so that 135 buckets pass a given point each minute. The moderate speed at which the buckets run, say 200 feet per minute, is equivalent to the velocity acquired by a body in falling one foot, and the buckets enter the coal with practically the same shock as though they had been lifted one foot and allowed to drop. The excellence of this method is evident. The buckets are mainly filled by the coal pouring over the edges as they are going up. The cut following shows the buckets in the hold of a vessel in direct contact with the coal.

The coal is delivered from the buckets as they pass over the wheels at the top of the elevator on to a chute set tangent to the wheel at the angle, found by experiment, at which the coal leaves the bucket.

The impetus given the coal by the speed of the elevator is therefore parallel to the bottom of the chute, so that there is no

yard of C. H. Reynolds & Sons, Brooklyn, N. Y., 250 tons were unloaded in one hour from canal boats, requiring several shifts of the elevator to avoid straining the boats.

The wharf elevators are built to suit the tide and style of vessels where they are to be used, and have a working range as high as 50 feet, and a hoist above the dock as high as 75 feet.

Plans and specifications for erecting the woodwork to carry the elevator are furnished to customers, and suggestions as to the best manner of adapting the elevator to the yard, or of conveying the coal from elevator to pockets, etc., is cheerfully given.

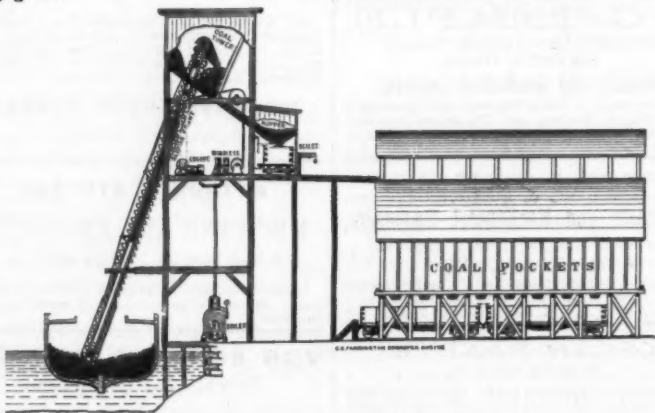


FIG. 2.—THE CHASE ELEVATOR.

The framework to carry the elevator is put up under the personal supervision of the company's engineer, thus guaranteeing to customers good work and no unnecessary expense. The elevator requires so little power that the ordinary hoisting engine is amply capable of working it to its full capacity; as a matter of fact, the longest elevator is driven by a pair of 6x10-

head every minute. Nothing is dropped on the deck or in the hold, except a small part of the dust or pea coal that follows the bucket through the throat hole, and this is led on to the dock or vessel by a canvass guard at the back of the elevator.

Still another design is used for raising coal from underneath a trestle and loading it into cars on the parallel track. It will

available for other uses.

The car is mounted on an inclined railway, with sufficient pitch to carry it to the farthest bin. A friction drum on a shaft at the elevator frame carries the rope, which is hooked to one end of the car and reeled off the drum as the car runs down. The tender stops his car by a brake and dumps the load at the proper place, and by a hand line shifts the shipper on the drum and draws the car back again. With this arrangement a car of three tons capacity will take all the coal from the elevator when the haul is less than 250 feet.

For longer hauls two cars should be provided, or the elevator can be run slower, or a larger car may be used.

The claims of this system to the confidence and preference of the public are based not only on the clear and scientific principles from which it has been evolved, but also on the actual results of several years of severe trial, in which they have won unqualified approval.

They are exactly what they are represented. While the elevators are built with especial reference to handling coal, the company will be pleased to give estimates on machines built for special uses. For many purposes a simple elevator without conveyor or tower is all that is needed, and in many cases on inland waters, or where there is no tide to contend with, smaller elevators can be set up at a greatly reduced price from that of the coal-handling machine. An illustrated catalogue will be sent to any address upon application by the Chase Patent Elevator Co., Fall River, Mass.

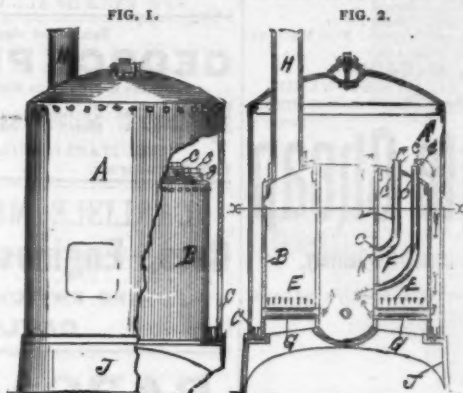
E. & B. HOLMES, of Buffalo, N. Y., have issued a catalogue illustrating and explaining their latest innovations in the line of woodworking machinery. This firm has a reputation for its machinery established in every State in the Union, and with its excellent facilities for promptly turning out first-class work, commands a large and increasing trade.

The Smith Patent Boiler.

Some months ago a company was organized in Baltimore, due mention of which fact appeared in these columns at the time, to manufacture the Smith boiler, the inventor and patentee of which is Mr. James T. Smith. Mr. Smith is a practical boiler-maker of long experience, and after giving

connected to the upper part of the cylindrical reservoir, as shown in the cut.

A cast-iron grate for receiving the fuel occupies the annular space between the cylindrical reservoir and the cylindrical wall of the furnace. An opening is provided in the outer wall of the boiler 20 by 14 inches to receive double furnace doors. A man-hole is provided in the top of the



THE SMITH PATENT BOILER.

much time, thought and study to the subject, has produced a boiler that is attracting a great deal of attention, and is, it is said, giving entire satisfaction to all users. It is a water-tube safety boiler, and combines economy of floor space with economy of fuel; it is easy to fire, generates dry steam, and is self-cleaning. Cheap power is a subject of almost universal interest, hence a description of the Smith boiler will be found worthy of a thoughtful study by all who employ steam as a motive power.

Special tests of this boiler have been made by H. Ashton Ramsay, who is one of the leading consulting engineers of Baltimore, and is favorably known throughout the country, to ascertain the merit of its novel and peculiar features and practically test its economic vaporization.

The external view of the boiler as shown in the accompanying cut, represents a vertical cylinder, having the appearance of an ordinary upright boiler, but passing from the outside to the inside, it is altogether different.

Fig. 1 represents a vertical elevation, with part of the shell removed from the structure. In the center of the boiler rising from the bottom base-plate, a cylindrical tube rises to the crown-sheet, where it is secured with its upper end left open, a corresponding aperture having been cut into the crown-sheet so as to allow free communication between the inside of the tube or "reservoir" and the space above the crown-sheet. Bent tubes are secured to the crown-sheet and drop down first vertically and then bent at right angles with a curve having a radius of 10 inches, so as to enter the reservoir horizontally. Free communication is provided between the inside of the tubes, the upper portion of the boiler and the reservoir. An inner cylinder, rising from the base of the boiler, concentric to the outer cylinder, is provided at the proper distance to leave an annular water space between the two cylinders of 3-16; this cylinder continues up to and is rivetted to the crown-sheet, forming the wall of the furnace. At the bottom of the boiler, below the line of the grate bars, four circulating tubes are placed at equal distances apart around the reservoir, and pass radially to the annular water space, affording free communication between the lower part of the reservoir and the water space at the periphery of the boiler. A flue to carry off the products of combustion passes from the upper part of the furnace through the steam space, over the crown-sheet, to the top of the boiler.

Just under the mouth of this flue, occupying an area of 24 inches diameter, the bent boiler tubes are arranged differently from the others, their upper ends being

the simplest form of boiler. The tubes and all other parts of the boiler are readily accessible for repairs, and a faulty tube can be replaced readily and quickly.

Owing to the arrangement of the tubes, there can be little or no lodgement of soot or ashes.

The Smith Patent Boiler Co., 210 East Lexington street, Baltimore, Md., will be

pleased to furnish further information and supply a copy of Mr. Ramsey's report upon application.

An Illustration of the Diversification of Southern Industries—Atlanta's New Saw Factory.

It is probable that but comparatively few of the readers of the MANUFACTURERS' RECORD, who have heard so often of the vast timber wealth of the South, of the thousands of saw mills, planing mills, furniture factories and other woodworking enterprises which are adding to the prosperity of this section, have stopped to ask where does all the machinery for these mills come from. Millions of dollars are invested in woodworking machinery in the South, and every day witnesses a steady increase as new mills and factories are started. But, surprising as it may seem, in the whole stretch of country from Virginia to Texas there is not, we believe, a single plant of any magnitude devoted exclusively to the manufacture of a general line of woodworking machinery. There are, of course, a number of factories making saw mills and several that manufacture saws, but the great bulk of machinery used in Southern woodworking factories of all kinds comes from the West and the North. Some millions of dollars go out of the South every year for such machinery. A Michigan manufacturer of woodworking machinery was recently in the office of the MANUFACTURERS' RECORD, and in discussing this subject said: "We buy some of our pig iron in Alabama, ship it to our works in Michigan, turn it into machinery and ship that as far south as Texas." What a loss this simple statement tells.

factory recently established at Atlanta. For many years the old saw-making house of Ohlen & Sons, Columbus, Ohio, has been widely and favorably known throughout the country. Some months ago Mr. Frank X. Ohlen, of that company, appreciating the magnitude of Southern lumbering interests, and seeing that eventually the South would inevitably manufacture its own woodworking machinery, determined to establish a large saw-making plant at Atlanta. Without withdrawing his interests from the Columbus concern, he organized in Atlanta the Southern Saw Manufacturing Co., of which he is president, and Mr. Clarence C. Chaffee, secretary and treasurer. Trained from early boyhood in a saw factory, he fully understood how to build, equip and run one to the best advantage. The cut which we give shows the Atlanta factory which is now in operation. It has a floor space, all on the ground floor, of about 12,000 square feet; it employs 60 men, and has a capacity of 10 large circular saws per day, and small saws and band saws in large quantities in proportion. It is equipped with the newest and best machinery, and the company guarantees that its product has no superior. About 100 tons of circular plates and all sizes of other plate steel are carried in stock to be fully prepared to meet the demand for saws. This company invites correspondence with saw mill people, and guarantees to buyers that its saws are of the highest quality in every respect and fully equal to any that are made in the country. It manufactures band saws, circular saws, mill saws, gang saws, etc., and also a wide range of saw mill specialties. The MANUFACTURERS' RECORD takes great pleasure



WORKS OF THE SOUTHERN SAW MANUFACTURING COMPANY ATLANTA, GA.

The MANUFACTURERS' RECORD has persistently labored to impress these facts upon the attention of Southern people and to encourage in every way possible the establishment of diversified industries. Gradually this is telling, and the work of diversification is making good progress. An illustration of this is given in the accompanying cut, showing a large saw

in calling attention to this enterprise as one of illustration of the way in which Southern industrial development can be and is being diversified.

If you are not already a subscriber to the MANUFACTURERS' RECORD, send us \$3, and you will receive it regularly for one year or six months for \$2.00.

TRADE NOTES.

A COMBINATION between Messrs. C. A. Godfrey and A. W. Train has been formed for carrying on a general Southern investment business. The firm is to be known as Godfrey & Train, with offices at 40 Wall street, New York city.

THE Shipman Engine Co., 306 Summer street, Boston, reports good Southern trade. Recent orders for its engines have been received from Australia, China, Russia and other foreign countries, as well as from all sections of the United States.

R. L. GREGORY & Co., of Roanoke, Va., have placed on the market a tract of magnetic iron ore property containing 5,000 acres, situated within 7 miles of a new railroad. They consider it a most valuable property, and state that the ore is almost inexhaustible in quantity. It can be mined cheaply, as washing of the ore is said to be unnecessary. They also offer for sale in their advertisement in this issue a 100-acre tract of black marble, lithograph-stone and limestone of superior quality, and located immediately on the Norfolk & Western Railroad.

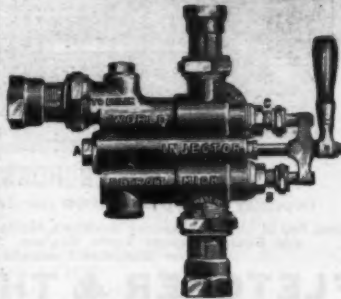
A SWINGING HOSE RACK.—The cut shown with the illustration of Guilbert's swing hose rack in last week's issue represented the rack placed directly under a valve and attached to a water pipe. Here-



with is shown a cut of the rack attached to a wall plate on one side of the water pipe, which style is more generally in use. J. C. N. Guilbert, 115 Broadway, New York, is the manufacturer.

A NEW illustrated catalogue and price-list of engineers' supplies has been issued by Louis W. Gay, of Buffalo, N. Y. Wrought-iron pipe, casing and boiler tubes, fittings for steam, gas and water, brass and iron valves and cocks, engineers', boiler-makers' and plumbers' tools and supplies, radiators, steam and hot water heating specialties, rubber, cotton and leather belting and hose, habbit metal, lead pipe, etc., are among the goods treated of in this comprehensive pamphlet. Mr. Gay, as the representative of leading manufacturers of standard goods of this class, places before the trade an attractive list to select from. The catalogue is replete with illustrations and well bound and printed.

WM. CRAMP & SONS SHIP & ENGINE CO., of Philadelphia, is making extensive changes in its plant, as stated in a recent issue, and has placed the contract for a new boiler shop with the Berlin Iron Bridge Co., of East Berlin, Conn. This shop will be composed of two parts, one part 55 feet in width by 350 feet in length, made very high between joints on account of moving large marine boilers over each other. A 50-ton traveling crane, to be



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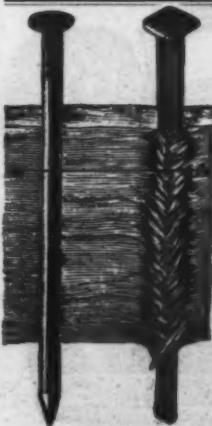
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furnished by Wm. Sellers & Co., of Philadelphia, will be used for this purpose. Connected with the main shop will be a wing 58 feet wide by 370 feet long, served the whole length by a 20-ton Sellers traveling crane. The whole will be built entirely of iron from the designs of the Berlin Co., and is to be complete in every detail.

THE Totten & Hogg Iron & Steel Foundry Co., of Pittsburg, Pa., has received the contract for the principal part of the rolling mill machinery for the new rolling mill now building for the Aliquippa Steel Co. at Aliquippa, Pa. This is said to be one of the largest orders that has been placed in Pittsburg for rolling mill machinery for some time. Several other large orders are being filled by this company, among which are a blooming mill table for the Fort Payne Rolling Mill Co., Fort Payne, Ala.; Higgs patent water jacket valves for National Tube Works at McKeesport; two very large driving wheels and wrought-iron shaft for the Canonsburgh Iron & Steel Co., and a large improved burden squeezer for the San Diego Iron & Steel Co., San Diego, Cal.

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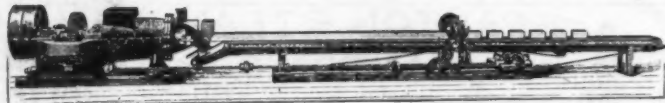
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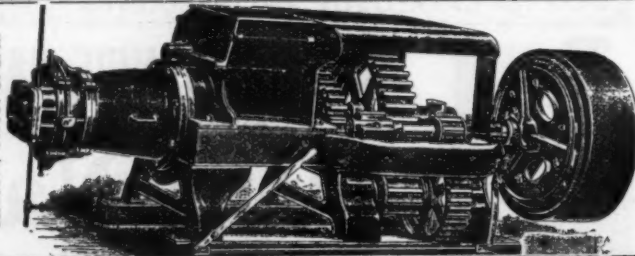
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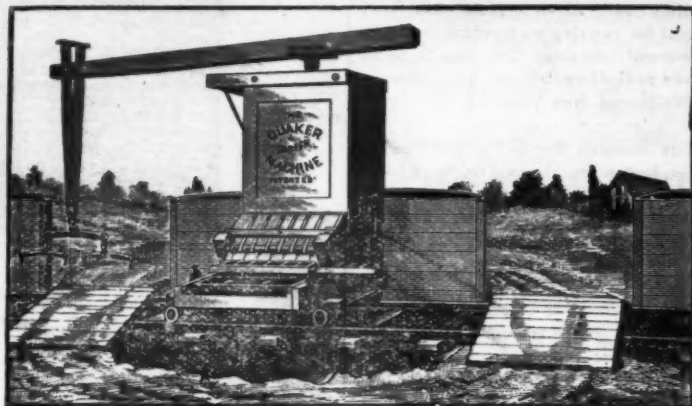
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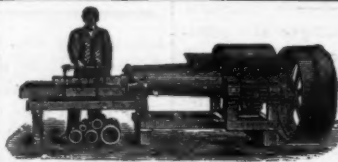
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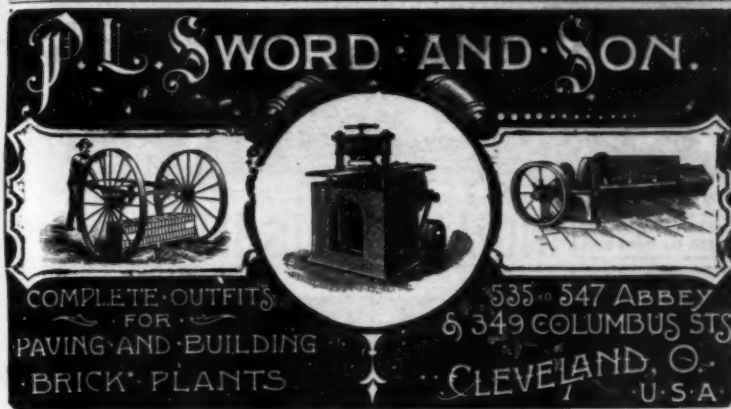
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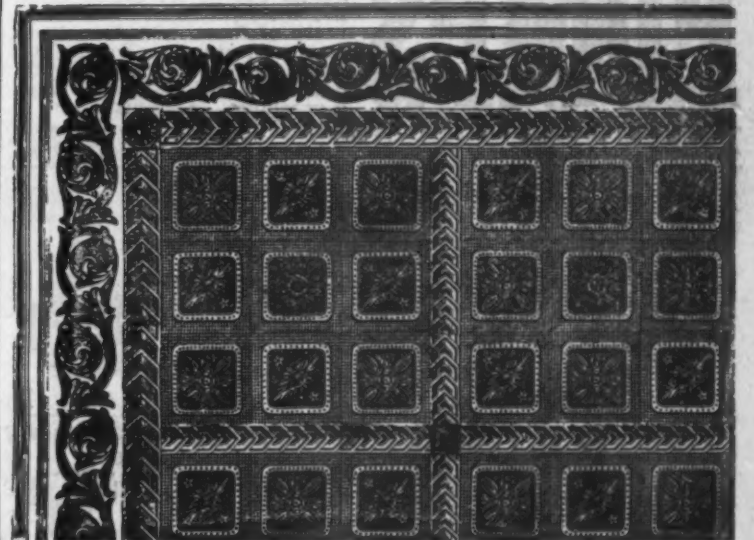
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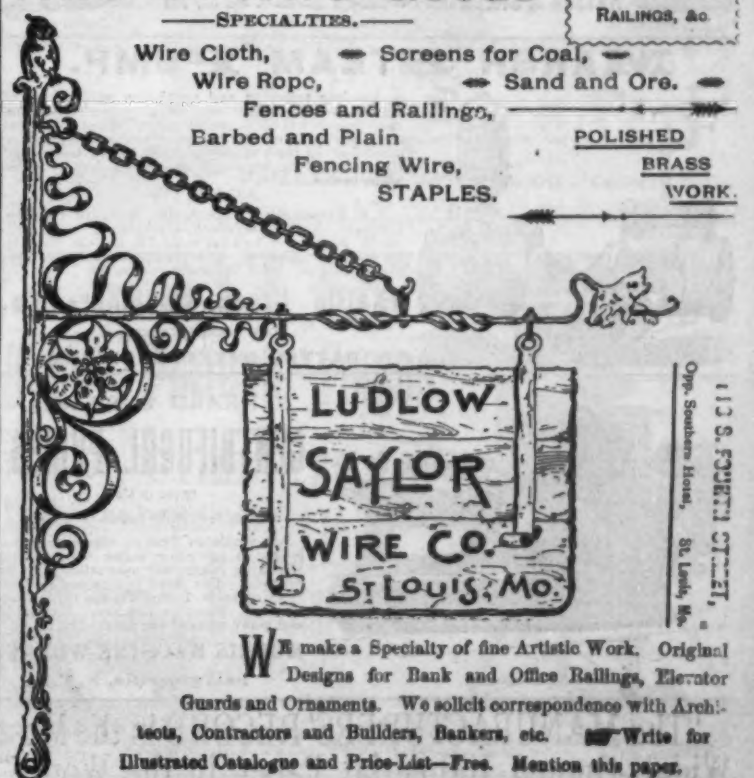
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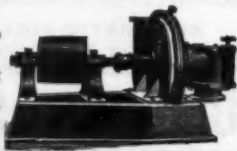
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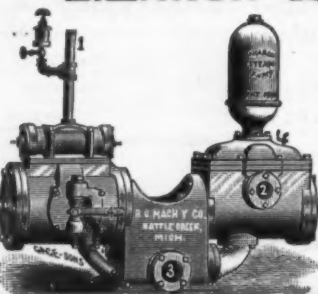
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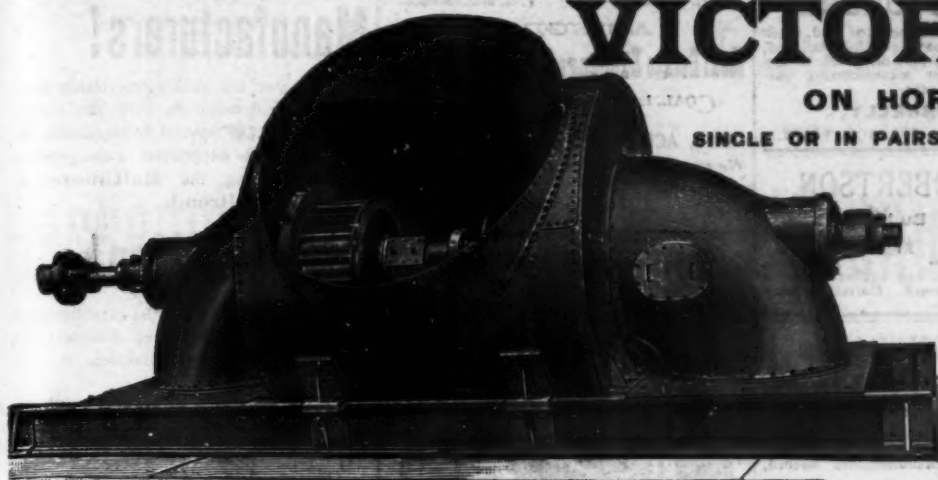
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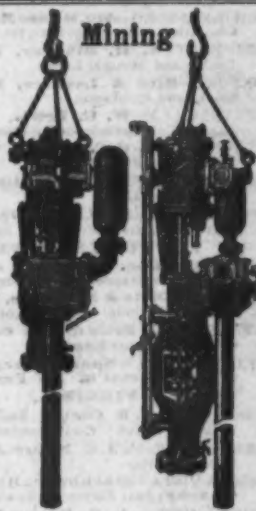
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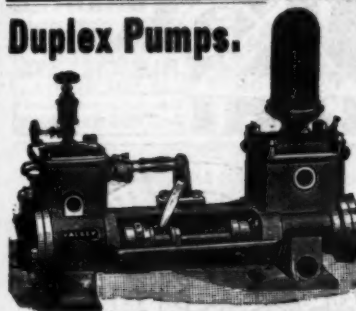
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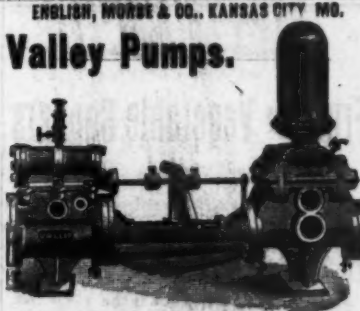
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For maps, reference book, pamphlets, etc., descriptive of the wonderful mineral and agricultural resources of the State apply to agents of the Norfolk & Western Railroad, 290 Washington street, Boston; 303 Broadway, New York; 1423 Pennsylvania avenue, Washington, or to General Office, Roanoke, Va.

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Mercantile Agency

WAS ESTABLISHED IN 1849.

Is the oldest and financially the strongest organization of its kind, working in one interest and under one management, with more capital invested in the business, and expends more money every year for the collection and dissemination of its information than any similar institution in the world. Its reports are considered in the light of a guide by both investors and those contemplating the granting of credit. In addition to a large corps of skilled employees, more than one hundred thousand correspondents contribute the result of their investigation and opinions. Subscriptions are annual, and may commence at any time the subscriber elects. Details as to prices and terms will be furnished upon application.

CHARLES F. CLARK, President.

Baltimore Office - American Building,
H. KERSHAW, Supt.

IF YOU WANT TO MAKE MONEY,

INVEST IN THE STOCK OF THE

Bessemer City Mining & Manufacturing Company,

BESSEMER CITY, NORTH CAROLINA.

For each share of stock you buy for \$50, of the par value of \$100, a beautiful business lot 25x140 feet or a beautiful residence lot 50x140 feet is given as a bonus, and any lot you get is worth the \$50 you pay for a share of stock, and any lot drawn in the central portion of either the business or residence part of the town will be worth from three to ten times the \$50 paid for the share of stock. The Company gives alternate lots throughout its property. This is an absolutely safe investment. The high-grade Bessemer ores belonging to the Company are worth many times its capital stock. The Company is now shipping all the ores it can mine at \$3.50 per ton net at the mines. It costs from 80 cents to \$1.50 per ton to put this ore on the cars. The profit on ores alone will pay a good dividend on the purchase price of the stock for generations to come whether a single town lot is ever sold or not. The assay of these ores is from 64 to 68 per cent. metallic iron the run of the mine, and not only are they the finest known Bessemer ores for a blast furnace, but they are admirably adapted as a fix for rolling mills. The Company has just finished a mammoth storehouse for the

purpose of keeping a well assorted stock of goods for the convenience of its employees, and also a large number of dwellings for the hands employed by the Company. Several large manufacturing plants have been secured, two new churches contracted for, and a well-known educational institution with 250 young men has been about secured, a few minor details only remaining to be closed. With these institutions alone the Company's lots ought to bring twice the capital stock within two years. The Company has decided not to have any lot sale, certainly not before next spring, preferring to hold its lots until these plants are all under way and sell them as the demand arises. A subscription list has been started for a new cotton factory and over \$15,000 subscribed in two hours' time. The purposes of the Company are to build two cotton factories, among other industries, out of the first stock sold.

The Company has issued a pamphlet modestly but more fully describing the property and plans of operation, together with a description of the climatic, scenic and other advantages of this favored section. Write for it to

J. A. SMITH, Secretary and Treasurer, BESSEMER CITY, N. C.

MARYLAND NON-ACID PHOSPHATE COMPANY.

This is an entirely new departure in the Fertilizer Trade. Our products furnish a permanent as well as a speedy enricher of the soil, and are entirely free from any deleterious acid. Every pound is of value for fertilizing the soil. Its physical condition is such that not the slightest difficulty is found in obtaining even distribution on the soil by drill or otherwise. Its cheapness, which, in addition to its intrinsic value, must commend it. This process is patented, and we are the sole owners of said patent for the United States.

STATE RIGHTS FOR THE MANUFACTURE UNDER OUR PATENT CAN BE NEGOTIATED FOR.

NO EXPENSIVE PLANT REQUIRED.

SEND FOR CIRCULAR.

210 E. LEXINGTON STREET, BALTIMORE, MD.



Issues Policies of Insurance after Careful Inspection of the Boilers, covering Loss or damage to property, and Loss of Life and Personal Injury

ARISING FROM STEAM BOILER EXPLOSIONS.

Full information concerning the plan of the Company's operations can be obtained at the COMPANY'S OFFICE, Hartford, Conn., or at any Agency.

J. M. ALLEN, President.
J. B. PIERCE, Secretary.

W. B. FRANKLIN, Vice-Prest.
F. B. ALLEN, 2d Vice-Prest.

BOARD OF DIRECTORS:

J. M. ALLEN, President.
FRANK W. GRENEY, Treas. Cheney Bros. Silk Mfg. Co.
CHARLES M. BEACH, of Beach & Co.
DANIEL PHILLIPS, of Adams Express Co.
RICHARD W. H. JARVIS, Pres. Colt's Fire Arms Mfg. Co.
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A. W. JILLSON, late Vice-Prest. Phoenix Fire Insurance Co., Hartford, Conn.
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CLIFF SPOONER, Bridgeport, Conn.
GEORGE BURHAM, Baldwin Locomotive Works, Phila.
HON. NATHANIEL BEDFORD, Judge U. S. Circuit Court.

Maryland Department—LAWFORD & McKIM, Gen. Agents, 22 S. Holliday St., Baltimore.

Richmond & Danville R. R. Co. (PIEDMONT AIR LINE.)

THE SHORT AND DIRECT LINE FROM

WASHINGTON, D. C., AND RICHMOND, VA

TO ATLANTA, AUGUSTA, COLUMBIA, ASHEVILLE, RALEIGH, GREENSBORO, SALISBURY, GOLDSBORO, BIRMINGHAM, MONTGOMERY, VICKSBURG, SHREVEPORT, MOBILE, NEW ORLEANS, TEXAS, MEXICO AND CALIFORNIA.

and the SOUTH AND SOUTHWEST.

Washington and Southwestern Vestibuled Limited Train Daily between Washington and Atlanta Without Change. Two other through trains daily.

Pullman's Palace Buffet and Drawing-Room Sleeping Cars Without Change to Atlanta, Montgomery, New Orleans, Augusta, etc.

For maps, time-tables, rates of passage, freight, etc., apply to nearest station agent of the Piedmont Air Line, or to any Railroad Agent of principal lines North or South.

W. H. GREEN, General Manager. JAS. L. TAYLOR, Gen. Pass. Agent. SOL. HAAS, Traffic Manager.

Western Maryland R. R.

Short Freight Line to Westminster, Frederick, Taneytown and Hagerstown, Md.; Waynesboro, Chambersburg, Shippensburg, Hanover, Gettysburg and Carlisle, Pa.; also points on the Frederick Division P. R. R., Gettysburg & Harrisburg R. R., Harrisburg & Potomac R. R., Shenandoah Valley R. R., Norfolk & Western R. R. and connections, also route of

Great Southern Despatch.

All rail Fast Freight Line for Southern and Southwestern points, via Bristol, Tenn. Freight received in any quantity at Hillen Station, and in car loads at Fulton, Canton and Jackson's wharf. Shippers desiring information will be called on. Send postal card with address to

B. H. CRISWOLD,

G. F. A., Hillen Station, Baltimore, Md.

No MAEDONIAN CRY

Goes up from WINSTON-
SALEM, North Carolina.
She says instead

Come Over and Help Yourselves!

Surrounding her, and to be had for \$5 to \$25 an acre, are a million acres of now untilled land which would yield in tobacco every year a net profit of \$50 to \$100 an acre. Where can you beat that? Ten thousand live planters could make ten thousand fat fortunes here in fifteen years.

Come South, Discouraged Farmer of the North,

whose sterile soil and bleak clime rob your homes of sunshine. Come to the land of blue skies and balmy zephyrs, where nature is bountiful and the earth generous.

New England has more money in savings banks than all the country besides, and yet in North Carolina thousands of better land than all New England's is given over to weeds and woods, (and, by the way, there is enough power in North Carolina streams to turn all the mills in America).

Come South, Ambitious Farmer of the West,

Why remain where you have more failures than you have crops? Come where the soils will raise everything that can be raised anywhere, where total failures are unknown, where industry, frugality and intelligent labor do not go unrequited, where you don't have to burn corn for fuel, run chances of losing your lives in winter's blizzards nor blister and parch all summer unless the rainmaker happens to come along.

Now About the Town.

WINSTON-SALEM,

Has ONE FACTORY for Nearly Every ONE HUNDRED of Her
16,000 Population.

Pay Roll _____

of the factories alone, one million dollars a year, all cash.

This is the Basis _____

on which Winston-Salem is built, and yet the resources of the
surrounding country are only meagrely developed.

North Carolina _____

never has had a boom, and yet she is an epitome of every-
thing excellent in the way of soil, climate, minerals, timber
and water-power which the United States contains.

"The Next Big Development _____

in the South will be seen in North Carolina."—*Consensus of
Public Opinion.*

That Winston-Salem _____

is easily the most important manufacturing city in the State
no one pretends to question.

If You Want _____

to make a real estate investment or a business undertaking in
a live town you can do no better than come to Winston-Salem
right now.

SAVERNAKE, *Rockbridge County,* VIRGINIA.

FOR 1891 Offers to the Investor a Most Desirable Opportunity for Profit.

LOTS for Business and Residence Purposes

AT PRICES TO SUIT THE TIMES.

SAVERNAKE adjoins Buena Vista on the Southwest; fronts on Shenandoah Valley Railroad and on James River Division of the Chesapeake & Ohio Railway. High Grade Manganese and Iron Ores to steel and iron trades. Safety and profit to investors. Healthy and picturesque homes at moderate prices to lot buyers, notwithstanding the late depression due to monetary stringency and unusually severe weather.

The industries secured for Savernake have all been retained, and will proceed to build as soon as the weather permits.

THE SAVERNAKE PRESSED BRICK COMPANY.

This Company, formed to manufacture from the superior clay deposits found at Savernake, the highest grade pressed, front and ornamental brick, is now erecting the pressed brick works,

CAPACITY 40,000 BRICK DAILY.

The capital of the Company is \$30,000, full paid. The grade of brick to be made here sells now for \$30 per 1000 at Buena Vista, and allows a very fair margin of profit, insuring large dividends to shareholders.

A limited amount of stock remains unsold.

Prospectus may be had and all information obtained by application at office of Savernake Pressed Brick Co., Savernake, Va.

It is expected that the works will be completed and in operation in thirty days.

THE SAVERNAKE INVESTMENT CO.

The Savernake Investment Company has been organized under a very liberal charter, granted by the Circuit Court of Rockbridge county, Va. It is empowered to do a general

CONSTRUCTION AND IMPROVEMENT BUSINESS,

to buy, sell, rent or lease real estate, to remove encumbrances from the same, to accumulate funds for investment, loans, manufacturing, banking commercial or other purposes, as may seem to the Directors most profitable.

The Company has purchased seventy-five residence lots and twenty-five business lots in the town of Savernake for \$35,000 of paid-up stock

When it is considered as a basis for the subscription of \$35,000 to the capital stock of the Savernake Investment Company that its 100 lots are paid for in full and represent a positive value of \$27,500 more than the amount paid for them, it must readily suggest to any one the very desirable character of this stock. Under the charter the following are the officers of the company for the first year:

OFFICERS:

PRESIDENT, J. HOWARD WAYT, Staunton, Va.
SECRETARY AND TREASURER, J. E. B. STUART, Buena Vista, Va.

VICE-PRESIDENT, THOMAS DUNLAP, Savernake, Va.
MANAGER, J. M. HENKLE, Buena Vista, Va.

DIRECTORS:

J. HOWARD WAYT, Staunton, Va. THOMAS DUNLAP, Savernake, Va. W. H. H. LYNN, Staunton, Va. J. M. HENKLE, Buena Vista, Va.
SAMUEL SADDINGTON, London, England. STEVENS M. TAYLOR, Lexington, Va. J. E. B. STUART, Buena Vista, Va.

Subscriptions may be sent to and all information had of J. E. B. STUART, Secretary and Treasurer, Buena Vista, Va.

in the Investment Company. The present market value of the above lots is \$62,500, thus leaving \$27,500 over and above the amount paid for the lots as a profit, belonging to the stockholders.

It is proposed to make the minimum stock of the Company \$70,000, to be divided into shares of \$50 each; 700 shares will be issued to the Company in full payment for the 100 lots purchased, and the remaining 700 shares (\$35,000) will be placed on the market on the following

TERMS:

Ten per cent. at the time of subscription,	\$ 5 00
Ten per cent. on call of the Directors,	5 00
Ten per cent. every thirty days thereafter,	40 00
Par value,	\$50 00

The \$35,000 realized from the sale of the stock will be used in building upon and improving the lots purchased, or for other purposes named in the charter, as may be deemed most profitable by the Board of Directors.

ATTENTION is called to the fact that no Building or Investment Company yet organized at any of the new towns of Virginia has failed to realize large profits.

THE VALLEY INVESTMENT COMPANY, of Buena Vista, organized July, 1890, capital \$10,000, on October 1st, with a paid-up capital of \$4,000, showed net earnings \$6,000.

THE SOUTHWEST VIRGINIA INVESTMENT COMPANY, composed of Philadelphia capitalists, organized about two months since, with a capital of \$100,000, now shows profit of \$33,000.

THE HOME INVESTMENT COMPANY, of Buena Vista, commenced business about September 1st, 1890, with \$3,000 paid in, and on the 15th of October last, reported as actual undivided profits \$1,710, and an estimated profit of \$23,000, representing the difference between the cost of their property and the market value.

THE LEXINGTON INVESTMENT COMPANY commenced operations at Buena Vista about twelve months since, with a proposed capital of \$30,000. Paid \$10,750 for 50 lots; after collecting 50 per cent., declared the stock paid up, and could realize \$420 per share if the property were placed on the market.

Capitalists Desiring Prudent Investments

In Southern Manufacturing Enterprises, conducted by experienced specialists in works with an established trade for years and proposing to remove to

SAVERNAKE

with the coming spring, can address the management as below.

THE LINES OF MANUFACTURES PROPOSED, ARE:

Steel Ingots.

Under one of the new direct processes, now commercially established, affording large profits and worthy of closest investigation.

Agricultural Steel Forgings.

Including Spring Steels and Mining Tools, Picks, Mattocks, &c., &c.

Locks, Knobs and Builders' Hardware.

High-grade goods in real and imitation Bronze, Silver and Nickel-plated goods, &c., with established reputation and extensive trade. A most desirable opportunity.

Tin and Tin-Plate Co.

With advantages believed to be unsurpassed by those of any other company formed for this purpose, viz:

Ownership of valuable Tin Ore lands of demonstrated value in the Blue Ridge Tin field of Virginia.

Promotion of Steel and Steel-Plate for Tinning on the spot from ores controlled by the Company, at minimum of cost.

Management of various branches by specialists of experience in Tin mining, dressing and smelting; in steel metallurgy; in Tin-Plate making and marketing.

Management of finance by capitalists of experience and position in the financial world.

Control by ownership of the best, and most generally used abroad, Tinning process—patented—and of various other late and improved devices for the most economical production of Tin Plate.

Demonstrated and verified cost and profit sheets will be furnished principals meaning business.

Steam Engines, Boilers,

Complete Power Plants, Iron Bridges and General Machinery Works, established 1840, trade general throughout United States. Management of first respectability. Investment most desirable.

Hydraulic Cement Works.

Deposit large, running through 1,200 acres; quality stated to be same as James River cement. Location, within half a mile of two parallel railroads. Demand strong. A most profitable industry.

Fire-Brick Works.

Clay in large supply, near railroad. Has been tested and pronounced first-class. Every facility for manufacture at large profits.

All or any of the above offer safe and desirable investment for capital on business principles, at bed-rock prices, and with no "promoter's funds."

The owners of these works, with the exception of two—the Tin-Plate Works and the Hydraulic Cement Works, which are now—have concluded to

remove them to Savernake after examination of the locality, the raw material the advantages over present site.

All plants are at expert appraised value; trade shown and capital invested demonstrated.

Capitalization is, in every case, upon these data, and necessary additions for removal and extension, and is entirely "without water."

Northern Investors

In Town Mortgages have here an opportunity to obtain the superior advantages and profits of Southern Manufacturing Enterprises, combined with experience, skill and established trade.

The establishment of Savernake as an

Industrial Town

requires capital upon a large scale, and from various sources. Experience teaches that investors are guided by and select from, those opportunities offered in and by the journals of much established repute and widest circulation in their specialties.

The Manufacturers' Record

Has been selected because of its thorough knowledge of Southern investments, its unparalleled success in attracting attention to honest opportunities for Southern enterprise, and because in a largely extended advertising more direct results and more business has been received from it than all other advertising mediums used.

The above enterprises are all ready to proceed at once to building at Savernake. All offer legitimate profit, and are offered only subject to strictest investigation, and on this basis only.

Such a group of industries will demand homes for a large population and for those to supply their necessities and luxuries.

Savernake and Extensions.

Will offer for the season of 1891 some 2,000 desirable BUSINESS AND RESIDENCE LOTS. Prices of these will be in no case speculative. A marked reduction and favorable terms to those who will contract to build their own homes on purchase of lot. A liberal and equitable concession for cash purchases, and to building investment and manufacturing companies.

Foreign Investors

May address for information and particulars THE LOCH LAIRD ESTATE & MINERAL CO., LIMITED, OFFICE, 30 LIME STREET, LONDON, E. C.

American Investors

Will apply to THOMAS DUNLAP, MANAGING DIRECTOR, SAVERNAKE, VA. POSTOFFICE ADDRESS, TRIFORD, ROCKBRIDGE CO., VA.

Railroad Station for both Shenandoah Valley Railroad and Chesapeake & Ohio Railroad, Loch Laird Station, Va. All C. & O. Railroad Trains stop at Savernake.

—: ALL EYES ARE UPON :—

NEWPORT NEWS.

Unequalled Natural Advantages and Unlimited Capital Combined for
the Upbuilding of a Great Seaport City.

THE NEWPORT NEWS COMPANY,

Having acquired a large body of land—the
best in the entire Newport News section—and
having platted the same, now offers for sale at
moderate prices and on easy terms

Choice Villa Sites Building Lots,

Which will be made readily accessible by the
completion of the electric railway between
Newport News, Hampton and Old Point.

This property is situated on a plateau
looking out upon Hampton Roads, one of the
finest harbors in the world.

It is only a few minutes' ride from the
business center of Newport News, whose won-
derful and substantial growth is attracting
world-wide attention.

BUY LOTS AT FIRST PRICES.

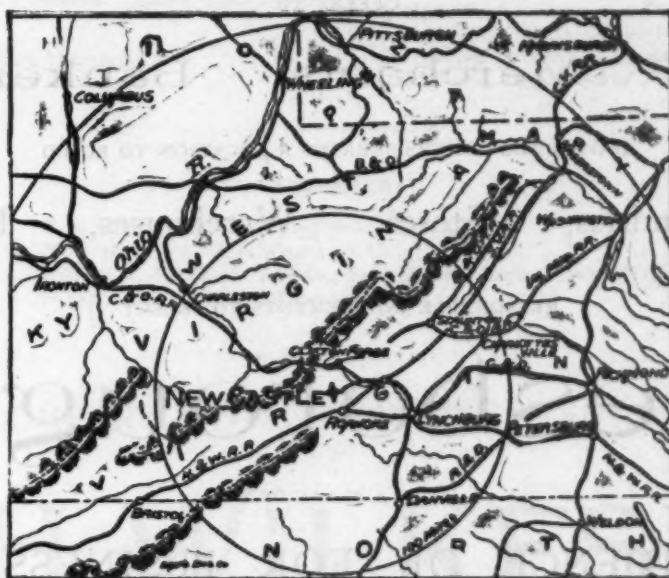
PRICE-LIST FURNISHED ON APPLICATION.

L. P. ROUTT, - - General Agent, - - Richmond, Va.

NEW CASTLE, ^{Craig}County, VA.

• THE IRON BONANZA, •

Convenient to Fuel Supply.



*A City of Immense
Possibilities without
a Rival in all that
goes to Create
Wealth and Power.*

*A Home for Invalids
in which to
Lengthen out their
Lives, and for all
to be and Remain
Healthy & Happy.*

PARADISE OF THE HUNTER AND HEALTH SEEKER.

Future City of the Alleghanies and
Center of Iron Production.

Commodious Hotel for the Entertainment of Summer Guests.

2,000 TOWN LOTS FOR SALE.

FOR INFORMATION ADDRESS

A E HUMPHREYS, Prest., New Castle, Va.

EDWARD F. POWERS,
President.

JOHN M. BROOKS,
Manager.

The Middlesborough Town Lands Company

Capital - - \$3,000,000.

OFFERS TO

Manufacturers, Merchants, Bankers, Investors,

AND TO ALL OTHERS SEEKING A LOCATION TO BUILD

Factories, Foundries, Stores, Warehouses, Repositories, &c.,

REASONABLE INDUCEMENTS TO SELECT

Middlesborough, Ky.

AS A PLACE OF

RESIDENCE OR FOR BUSINESS.

Her Mineral and Timber Wealth is Unbounded and Inexhaustible.

Her Location is Unequaled.

Her Climate is Unexcelled in this Country.

Her Growth and Marvellous Development Stand Unparalleled in History.

Her Industries, Manufactories and Commerce aggregate the sum of \$21,000,000 of Capital actually invested.

She Enjoys Postal, Telegraph, Express, Banking and Insurance Facilities with all the Business World.

She has easy Communication by Rail with all Sections of the Country.

She has better Coking Coal than can be found elsewhere.

She is only Two Years Old and already has a Population of 8,000 People.

She has already two large Iron Furnaces completed, an immense Steel Plant, a mammoth Tannery in operation, a Brewery, Cold Storage and Ice Manufacturing Plant, Gun and Heavy Ordnance Works, a Telephone System, a Belt Railroad twenty-three miles long, an Electric Street Car System, Water Works, Electric Lights and hundreds of smaller plants of every description.

FOR ILLUSTRATED BOOKS, CIRCULARS AND ALL OTHER INFORMATION, ADDRESS

The Manager, The Middlesborough Town Lands Company,

MIDDLESBOROUGH, KY.

The Winston Land & Improvement Company.

Charter granted by Act of Legislature, Session of 1897. Ratified March 4, 1897, Chapter 82.

Authorized Capital, - - \$1,000,000.

Present Capital Stock \$125,000. All Subscribed and Paid Up.

OFFICERS:

G. W. HINSHAW, President, of Hinshaw & Medearis, Wholesale Merchants; Vice-President People's National Bank, Winston, N. C.
DR. W. L. BROWN, Vice-President, of Brown Brothers, Tobacco Manufacturers, Winston, N. C.
W. F. TROGDON, Secretary and Treasurer, North Wilkesboro, N. C.

BOARD OF DIRECTORS:

GEO. W. HINSHAW, Winston, N. C.
MAJ. CHANNING M. BOLTON, Chief Engineer Richmond & Danville Railroad, Washington, D. C.
P. H. HANES, of P. H. Hanes & Co., Tobacco Manufacturers, Winston, N. C.
COL. J. M. WINSTEAD, Cashier Piedmont Bank, Greensboro, N. C., and President H. P. Scales Tobacco Co., Atlanta, Ga.
A. A. FINLEY, ESQ., Mayor of North Wilkesboro, N. C.

ATTORNEYS:

T. B. FINLEY, ESQ., North Wilkesboro, N. C.
HON. C. B. WATSON, Winston, N. C.
HON. J. C. BUXTON, President First National Bank, Winston, N. C.
HON. W. W. BARBER, Wilkesboro, N. C.

THE COMPANY OWNS THE NEW TOWNSITE OF

NORTH WILKESBORO,

NORTH CAROLINA,

Consisting of 1,036 acres, and also owns 4,100 acres of Mineral and Timber Lands in Wilkes County, which property is now being developed. Townsite purchased November 11, 1890. Property put on market at private sale and first lot sold May 12, 1891. North Wilkesboro chartered by the legislature March 4, 1891.

Forty-three buildings already on the townsite.

Already established, one large, handsome, well-furnished and well-kept Hotel; one Saw Mill, Planing Mill, Door and Sash Factory combined; two Saw and Planing Mills; two Brick-yards; one Tan-yard; one Newspaper, the "North Wilkesboro Progress." Charter was obtained from the last General Assembly for the Bank of North Wilkesboro; the capital stock, \$50,000, has been subscribed, and bank will open for business as soon as the bank building can be completed; ten Stores and one large Livery Stable.

Ten miles of streets graded.

Manufacturing sites will be donated and stock subscribed to such legitimate enterprises as may be advantageously located here.

North Wilkesboro, 75 miles west of Winston-Salem, on the Northwestern North Carolina Railroad, is the most important trading point between Winston-Salem and Bristol,

Tenn., and is in the center of the great undeveloped mineral and timber district of Northwestern North Carolina, being by United States postal map, on an air line, 75 miles southeast of Bristol, Tenn., 45 miles east of Cranberry, N. C., 40 miles north of Statesville, 45 miles northeast of Hickory, 90 miles northeast of Asheville, 45 miles southwest of Mt. Airy, N. C., and 80 miles north of Norfolk & Western Railroad, in the Valley of the Yadkin, between the Bruohy mountains on the South and Blue Ridge on the north. The best located, watered and drained town in North Carolina.

Her climate is of unsurpassed salubrity and healthfulness. Fresh water and mineral springs abound, and the 328 miles of water courses in Wilkes County furnish a water power of almost incalculable magnitude.

Home seekers, health seekers, and wood and iron manufacturers, will do well to investigate North Wilkesboro's advantages.

PLATS, PRICES AND ANY DESIRED INFORMATION PROMPTLY FURNISHED ON APPLICATION TO

W. F. TROGDON, Secretary and Treasurer,

NORTH WILKESBORO, N. C.

RUTHERFORDTON

NORTH CAROLINA,

IS NOT A "CORNFIELD TOWN," A "PAPER TOWN" NOR A
TOWN OF THE IMAGINATION.

It Is the County Seat of Rutherford County,

WHICH LIES AT THE BASE OF THE BLUE RIDGE MOUNTAINS.

Rutherford County

Has a population of 20,000; has undeveloped water-powers sufficient to run all the spindles of New England; has undeveloped mines of Gold and Iron; has 130,000 acres of virgin forests of Oak, Hickory, Yellow Poplar and Highland Pine; has over 200,000 acres of tillable Farming Lands, uncultivated, yet capable of raising anything (except the tropical fruits) that can be grown "on the green earth."

When all these resources

Have been developed—and they are right now attracting the attention of capitalists from all sections of the country—its county seat is DESTINED TO BECOME A CITY! Its growth has begun. Population 750 in 1890; 1,500 in 1891. "MORE NEW HOUSES THAN OLD ONES IN RUTHERFORDTON!"

J. MATHEWS, Secretary.

Real Estate Men
ATTENTION.

WE OFFER YOU

Splendid Opportunities for Investment.

RUTHERFORDTON

Acre Property

SUITABLE FOR

SUB-DIVISION,

ALSO

LOT PROPERTY IN BLOCKS

AT LOW PRICES.

The Property of the Gleghorn Co.

Surrounds the present Business and Residence portion of Rutherfordton on all sides and includes business property on Main Street.

REAL ESTATE MEN SEEKING A

PROFITABLE LOCATION IN A NEW FIELD

SHOULD CORRESPOND WITH

J. MATHEWS, Secretary,

RUTHERFORDTON, N. C.

NORFOLK, VA.

THE GREAT SOUTHERN SEAPORT.

Attention of manufacturers and others seeking investment or establishment in the South is called to the following facts:

Norfolk has the most magnificent natural harbor of the Atlantic Coast, having no bar to block its entrance, being within 25 miles of the ocean, sheltered from all vicissitudes of weather, always free from ice, with sufficient depth of water for the deepest draft vessels.

Hampton Roads, at the confluence of the James and Elizabeth rivers with the Chesapeake bay, is easy of access, navigable for vessels of any size or draft.

It has been designated by Congress as the rendezvous for the navies of the world in 1892-'93.

A 26-foot channel, well marked with buoys and light houses, leads to the wharves of Norfolk, and above the city to the Navy-yard.

Seven broad-gauge and two narrow-gauge railroads, controlling an aggregate of over 17,000 miles, put Norfolk in connection with all the points reached by railroads in this country, and two

The water supply is derived from large lakes of spring water seven miles distant, good not only for household use, but admirably adapted for manufacturing purposes, being absolutely free from all those substances that corrode boilers.

The climate, tempered by the proximity of the Gulf Stream, is mild. There is hardly ever ice or snow to interfere with out-door work or exercise.

The city is lighted with electric lights, and has as fine a fire and police department as any in the country.

All denominations are well represented in churches.

There are two good hospitals, one in charge of the Sisters of Charity, and the other under the Protestant organization of the city.

Educational advantages are excellent, there being a thorough system of public schools, together with numerous private seminaries for both sexes.

There are two good theatres, at which the best companies stop on their pilgrimages from the North to the South.

This is one of the largest pine lumber markets in the South; 350,000,000 feet were shipped in 1890.

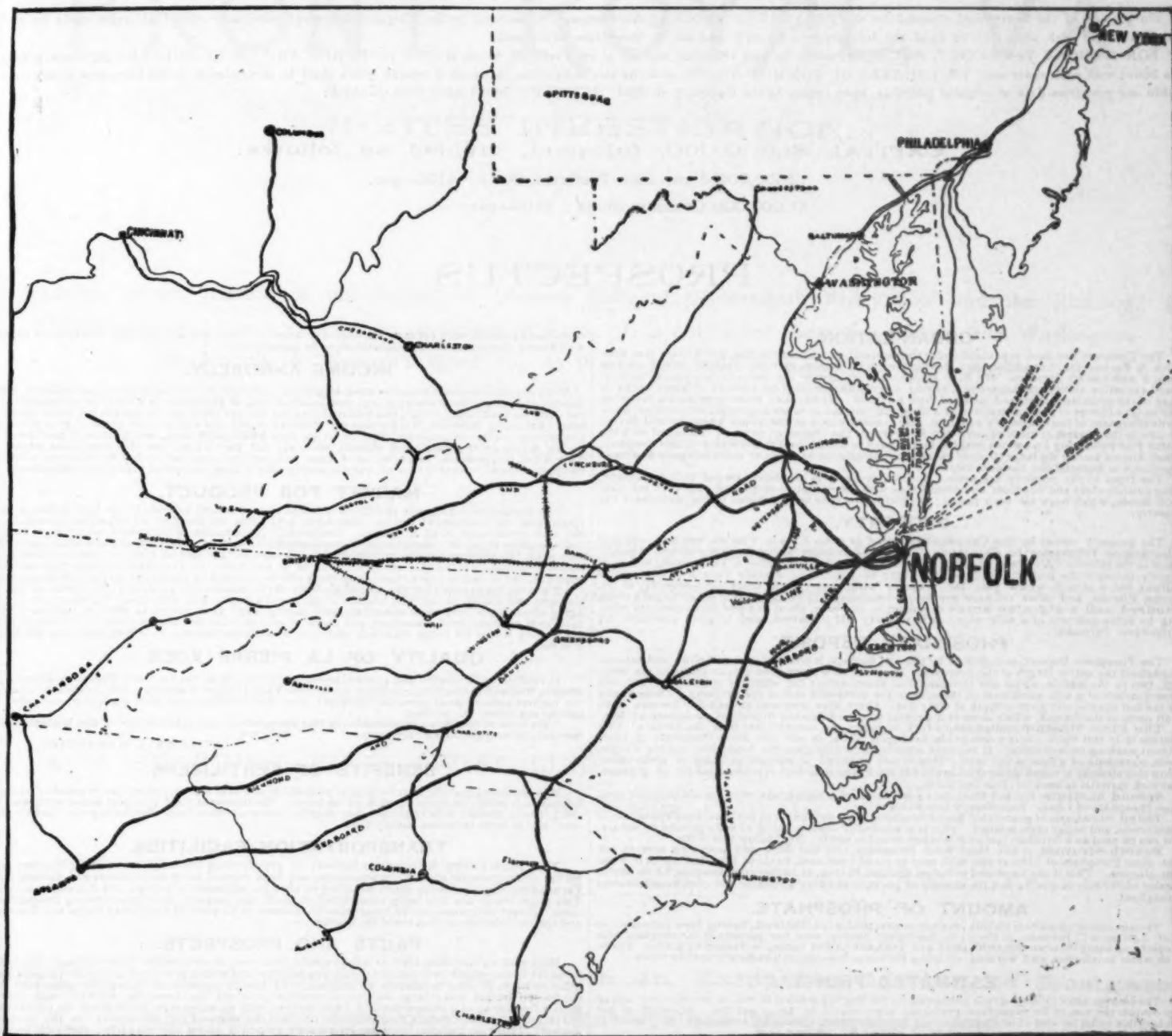
The best bituminous coal and coke are supplied by the C. & O. R. R. and N. & W. R. R.

Fig iron is delivered here by these two railroads.

Roller iron and all of its products can be promptly and cheaply freighted by water to all of the leading seaports.

600,000 bales of cotton are annually marketed here, which makes this the most desirable point for the manufacture of cotton goods in the United States, superior to inland towns throughout the cotton belt, because a factory located in these is dependent on the local product marketed in three or four months, after which it has to draw from distant points or carry a sufficient stock for the year, or if the quality or grade in the locality is unsuitable, it is subjected to the expense of freight from distant points; but Norfolk being a large cotton market, not only furnishes an assortment of grades and quality, but enables the manufacturer to purchase his stock all the year.

It is superior to other seaports from its accessibility to New York, Boston and other markets or such supplies as the manufacturer frequently needs on short notice, while its railroad lines to the interior distribute goods to all points.



canals connect with the Sounds through the Carolinas.

First-class steamship lines ply to Boston, Providence, New York, Philadelphia, Baltimore, Washington, Richmond and other points on the Coast and Sounds.

Norfolk is within 20 hours of Boston by rail and 40 by water.

12 hours of New York by rail and 21 by water.

10 hours of Philadelphia by rail and 18 by water.

8 hours of Baltimore by rail and 12 by water.

7 hours of Washington by rail and 12 by water.

2 1/4 hours of Richmond by rail.

23 hours of Cincinnati, and 34 hours of Chicago and St. Louis by rail.

A regular line of passenger and freight steamships ply to the Brazilian ports, and steamships, chartered mostly for the carriage of freight, ply to Liverpool and other European ports.

In 1883 the aggregate trade of Norfolk was placed at \$38,200,436, while five years later, in 1888, it had risen to \$65,011,896; in 1889 it increased to \$73,000,000, and in 1890 to \$100,000,000. The vessel tonnage of Norfolk in 1870 was 13,502 tons, cargoes valued at \$586,594; in 1880 it increased to 103,608 tons, valued at \$11,116,900; in 1887, 237,884 tons, valued at \$14,714,404; for the year 1890 the tonnage reached 582,846, valued at \$15,197,095.

It will be hard to find a parallel case in this country in two decades showing an increase of tonnage from 13,502 tons in 1870, valued at \$586,594, to 582,846 tons in 1890, valued at \$15,197,095.

The population of Norfolk, including Portsmouth, Berkley and other suburbs, is 70,000; the increase within the city limits has been 61 per cent. in the last ten years.

This increase, with the growth of business and enhancement of value in property of all kinds, is turning the attention of capitalists and investors to this point.

The City of Norfolk has a complete system of sewerage and is well paved.

The healthfulness of the climate, as exhibited by the death rate, is not surpassed by any city in the country, the percentage being in 1890 16.90 to the 1,000.

In addition to the manufacture of cotton and iron, there is at Norfolk opportunity for profitable manufacture of furniture and all articles made of wood, such as ash, oak, pine, poplar, cedar, cypress, juniper, gum, and for the manufacture of safes, stoves, hardware, sash, door and blinds, etc.

The cost of labor ranges from \$1 to \$1.50 per day for unskilled men, and \$2 to \$3 for skilled men; females 50 cents to 75 cents a day unskilled, and 75 cents to \$2 a day for skilled; boys 25 cents to \$1 per day; girls 25 cents to \$1.25 per day.

The above quotations are for white labor.

Unskilled negro labor can be employed at 80 cents to \$1 for men and 50 cents for women.

Norfolk has been exempt from those labor troubles and strikes which have characterized Northern manufacturing cities.

The surrounding country being the great vegetable-growing section of the seaboard, and the rivers and bays being filled with the finest fish and oysters, make living cheap and healthy.

Although in banking facilities Norfolk is fairly well supplied, there being nine banks with an aggregate capital of about \$1,000,000 and aggregate deposits of about \$5,000,000, there is, however, a good opening for another bank.

Norfolk offers a field for the establishment of jobbing houses in dry goods, boots, shoes, hats, caps, notions, drugs, tinware and all other kinds, excepting wholesale groceries, in which she is well supplied.

The country lying to the southward west of Norfolk furnishes the markets to which goods from here are distributed in exchange for cotton, corn, wheat, peanuts and other crops.

The NORFOLK INDUSTRIAL DEVELOPMENT CO. has been organized for the purpose of furnishing information and assisting the establishment of manufacturing enterprises.

Free sites can be obtained on the railroad lines around the city, and reasonable subscriptions will be made to the stock of manufacturing enterprises, provided they are meritorious, but no proposition will be entertained from any but bona fide concerns, using good machinery and stocked on a business-like basis.

Capital invested in machinery is exempted from taxation for ten years, and will probably always continue so.

For further particulars, address

WALTER F. IRVINE,

SECRETARY NORFOLK INDUSTRIAL DEVELOPMENT CO.

OF INTEREST TO INVESTORS.

An Investment in **FLORIDA PHOSPHATE MINING**, Offering a **CONSERVATIVE INVESTMENT** Combined with an Unparalleled Opportunity for **PROFITS**.

THE LA PIERRE PHOSPHATE COMPANY,

of BOSTON, MASS., and TALLAHASSEE, FLA.

On account of the unexpected demand for the **PREFERRED STOCK** of this Company, occasioned by the liberal inducement previously offered, all sales made on and after Novem' er 28th, 1891, will be upon the following terms only, and not as heretofore advertised:

FOR A SHORT TIME ONLY, the Company offers for sale a limited amount of its Preferred Stock at **ONE HUNDRED AND FIFTY DOLLARS** per share, giving as a bonus with each share sold **TWO SHARES OF COMMON STOCK**, with the sole restriction that such Common Stock shall be surrendered to the Company at any time within one year from date of original purchase, upon tender by the Company of **ONE HUNDRED DOLLARS PER SHARE**.

CAPITAL \$1,500,000, full-paid, divided as follows:

\$500,000 8 per cent. Preferred Stock; \$100—par.

\$1,000,000 Common Stock; \$100—par.

PROSPECTUS.

ORGANIZATION.

The Company has been organized under the personal supervision of the well-known law firm, Balch & Rackemann, Counsellors and Conveyancers, of Boston, and Mr. John W. Weed, of New York, a well-known Attorney. Mr. B. C. Mudge, the President of the company, is a man of unquestioned executive ability and experience, having successfully established systems of water works in many of the prominent cities and towns of New England. He has also recently refused a flattering offer to take charge of the construction of a proposed railroad in order to give his entire attention to the development of the company's property. He is now located at the mines where he will devote his time to the interest of the company. Mr. F. E. Owen, the Treasurer, formerly connected with the Boston Post Publishing Co., which position he resigned to accept the Treasurership of this company, is well-known among his large circle of business acquaintances as a man of strict integrity and large experience in financial and business affairs.

The titles to the property are perfect, and the property is absolutely owned by the company, being entirely clear and free from all encumbrance with the exception of \$320,000 7 per cent. ten year Gold Bonds, which have all been placed; the entire proceeds being devoted to the purchase of the property.

PROPERTY.

The property owned by this Company is situated in Leon County, Florida, two and one-half miles west of Tallahassee on the Florida Central & Peninsular Railway, three-quarters of a mile north of the railway. A railway in course of construction, the Gainesville & Tallahassee, will pass directly through the property if given the right of way. The Florida Central & Peninsular Railway has a branch which puts the property within seventeen miles of tidewater at St. Marks, Florida, and other railways are in contemplation. The property consists of **sixteen hundred and eighty-nine acres** of upland in one body, about one and three-quarters miles long by three-quarters of a mile wide. It is **nearly all cleared**, and in good condition for agricultural purposes.

PHOSPHATE DEPOSIT.

The Phosphate Deposit, as indicated by pits and borings, is one-half of a mile wide, and extends throughout the entire length of the property. There are now three open pits or shafts on the property, two in the middle, about one thousand feet apart, across the width of the deposit, and one three-quarters of a mile northwest of these, near the northwest end of the property. These shafts are six feet square, and go to a depth of sixty feet. There have been also at least fifty borings made in all parts of the deposit, which show in a general way the following deposit of phosphate of lime:

The First Stratum, called purple rock, is seven and one-half feet from the surface. This stratum is 17 feet thick. It is a low grade, averaging about 55 per cent. Bone Phosphate of Lime without washing or separation. It requires separation to eliminate the sand, thus making a high-grade phosphate of about 72 per cent. This is not regarded at present as being of great value. Below this stratum is found white sand seven feet thick, and then fire-clay, available for all purposes that such material is used for, four feet thick.

Second Stratum is a soft Phosphate 4 feet thick, of a high-grade, running about 73 per cent. Bone Phosphate of Lime. Immediately below this is the

Third Stratum of granulated Bone Phosphate, analyzing about 55 per cent. Bone Phosphate of Lime crude, and 70 per cent. washed. This is a wonderful deposit, being already ground by nature, and can be used as a fertilizer just as it is taken from the earth. Next below this is the

Fourth Stratum of fine Hard Rock Phosphate, 12½ feet thick, and analyzing over 75 per cent. Bone Phosphate of Lime crude, with only 55-1.0 of 1 per cent. oxide of iron, and 23-100 of 1 per cent. alumina. This is the finest and principal stratum, having, as further compensation for its depth, greater uniformity in quality and the absence of pockets, showing a reliable and continuous stratum throughout.

AMOUNT OF PHOSPHATE.

The amount of phosphate on this property is practically unlimited, having been estimated by Prof. Lawrence C. Johnson, of the U. S. Geological Survey, who has personally investigated this property, as being between **80,000,000 and 100,000,000 tons**, including all grades. There is no water to interfere with working, all being above the fire-clay, or practically surface water.

ESTIMATED PROFIT.

The present price for high-grade phosphate on the English market is 11d., or 22 cents per unit or per centum per ton, or for 70 per cent. grade, the price would be \$15.40 per ton. Allowing 50 per cent. of this value for cost of mining, handling, transportation, insurance, brokerage, etc., which is liberal in the extreme, leaves a **net profit of about \$7.70 per ton**.

This does not include the granulated or ground bone phosphate stratum of the same surface dimensions, but eight feet thick; nor the upper stratum, which is 17 feet thick. The expense of mining the phosphate is certainly less than mining coal, as there is no blasting, or water to contend

with, and has never been estimated to exceed 50 cents per ton, and the practical working of other well-known companies shows this estimate to be conservative.

INCOME ANNUALLY.

With our three separate sets of hoisting machinery, each with its own boiler and appurtenances, and capable of lifting 3,000 pounds per trip, one hundred tons of phosphate is a very low estimated output daily for each shaft; in fact, two hundred tons per day per shaft may be considered fairly reasonable. Assuming, however, that 300 tons per diem are mined and sold at a net profit of \$7.50 per ton, produces an income of \$2,250 per diem, or for 300 days **\$600,000 net**, which leaves 8 per cent. on the \$500,000 preferred stock, and over 53 per cent. on the common stock. This is not, in any sense, excessive estimation, and can be borne out in fact by reference to other companies not as favorably located, nor possessing such a large amount of high-grade phosphate.

MARKET FOR PRODUCT.

The demand for high-grade phosphate is practically unlimited, not only in the United States, but throughout the continent of Europe, phosphoric acid being the basis of all vegetable growth, and the main constituent of all fertilizers. The world's consumption of phosphate, which must be an indispensable article of commerce until that probably distant day when the chemist shall manufacture in the laboratory what the agriculturist now grows in the field, is rated at 1,500,000 tons, and increases annually at the rate of 25 per cent. or 30 per cent. In five years 4,000,000 tons will be required, and in twelve years 12,000,000 or more will be required to supply the market for the season.

Since the abandonment of the Canadian fields there remains the product of the States of South Carolina and Florida as the chief sources of the world's supply, and with South Carolina rock averaging about 57 per cent. bone phosphate, and costing some \$3.00 per ton to mine, as against 70 per cent. to 80 per cent. bone phosphate, and a cost of only 50 cents per ton to mine in Florida, it will not be long before the latter State will maintain absolute supremacy, if, in fact, she does not hold it to-day.

QUALITY OF LA PIERRE ROCK.

In relation to the quality and grade of phosphate produced by the La Pierre Phosphate Company, Messrs. Stillwell & Gladding, chemists to the New York Produce Exchange, and, doubtless, among the highest authorities as phosphate chemists, state the following, over their signature, and after a careful analysis of our product:

"We have no hesitation in pronouncing this phosphate a high-grade article of the highest commercial and manufacturing excellence. Very truly,

STILLWELL & GLADDING."

BENEFITS OF FERTILIZERS.

It is estimated that the introduction of phosphatic manures has increased the product of cotton in the South from 4,000,000 to about 8,000,000 bales. The increased yield of an acre sowed with wheat, and properly dressed with fertilizers, has been phenomenal, more than **doubling** the bushels per acre, and in some instances **many fold**.

TRANSPORTATION FACILITIES.

The Florida Central & Peninsular Railway Co. are affording this company every facility they can for the cheap transportation of the phosphate, and have erected large store-houses and elevators at Fernandina, Florida, for the ready handling of same for shipment to foreign and domestic markets. Two other roads are now being constructed to reach this property, thus guaranteeing competitive rates. Direct shipments can be made from Tallahassee to all parts of the United States and Europe, and the facilities are all that could be desired.

FACTS AND PROSPECTS.

With such an enormous tract as this company possesses, situated within three miles of the capital of the State; within one mile of a trunk line railway, and with a spur track connection; with two other railways striving to compete for business; with a large quantity of high-grade phosphate for the foreign market, and a large amount of medium-grade for the American market; with every facility for mining at a **remarkably low price**; with no expensive pumping to contend with; with an **enormous profit** for the product, the demand for phosphates, in the present methods of high agriculture, increasing more rapidly than the supply; and with honest management, there would seem to be nothing wanted to ensure immediate and complete success, rendering the stock of the company not only very valuable, but **commanding a premium** for generations to come.

LA PIERRE PHOSPHATE COMPANY,

Incorporated under laws of West Virginia.

B. C. MUDGE, President.

F. E. OWEN, Secretary and Treasurer.

BOSTON OFFICE, 738 EXCHANGE BUILDING.

THE OLD COLONY TRUST COMPANY, of Boston, whose statement we append below, is Trustee for Bondholders and Transfer Agent for the Stockholders.

STATEMENT—AUGUST 1, 1891.

Assets.		Liabilities.	
Loans.....	\$3,529,399 47	Capital Stock.....	\$1,000,000 00
City and other Bonds at or under par.....	389,295 19	Surplus.....	500,000 00
Deposit Vaults.....	62,714 35	Undivided Profits and Interest.....	112,588 70
Expenses Paid.....	11,918 93	State Tax.....	11,000 00
Cash on hand.....	210,419 97	Deposits.....	3,542,576 52
Cash in Bank.....	962,417 31		
	<u>\$5,166,165 22</u>		<u>\$5,166,165 22</u>

As A LOCATION for Manufactures

Of Iron and Wood and for General Industrial and
Business Enterprises,

FRONT ROYAL, VA.

INVITES INVESTIGATION.

Its location, at the junction of the Norfolk & Western Railroad (Shenandoah Valley line) and the Richmond & Danville's branch, give it excellent transportation facilities. It is only a few hours' ride distant from Washington. The Norfolk & Western's direct line to Washington will be built from Front Royal.

There is no Finer Agricultural Country in the World than the Famed Shenandoah Valley, in which Front Royal is Located.

A WIDE RIVER WITH SWIFT CURRENT FURNISHES WATER POWER
AND MAKES DRAINAGE PERFECT.

Front Royal is a Prosperous Town, with an Extensive Mercantile Business
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The product of this new method is superior to lithography or any other process.

The excellence and cost will be a surprise to those who advertise by means of Lithographs. The following speaks for itself:

OFFICE OF SELMAR HESS, Publisher,
23, 25, 27, 29, PRINCE ST., New York, Dec. 10, 1890.
Mr. RHODES, President: There was a gentleman in to see me yesterday who is very fond of hunting, and when he saw the picture of "The Two Pointers" he nearly wanted to take it by main force with him, so much did he like it. Now, I would like to know if I can purchase from you one of those prints mounted, but not framed, so that I may present him with a copy of it, and how much you will charge me for same. SELMAR HESS.

To show the excellence of this new method, we will send any party interested a copy of the picture, "The Two Pointers," by mail for \$1.00. The amount may be sent in stamps. The picture of "The Two Pointers" is a faithful reproduction of an oil painting by a celebrated artist, representing two hunting dogs ready for the word "go." It is well worthy of a good frame.

Correspondence invited from those wanting reproductions of Oil Paintings, Water Colors, Photographs, and all kinds of designs for advertising or other purposes. Fine catalogue work and the illustration of all kinds of books from manuscript a specialty. Also newspaper and advertising cuts furnished on time.

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JOHN SOMMERS' SON, Faucets.
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SOUTHERN RAILWAY SUPPLY CO., Lace Leather and Hame Strings.
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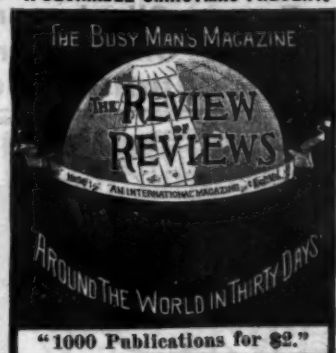
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Tickets will be so'd on December 24th, 25th
and 31st, and January 1st, 1892, and will be good
for return passage up to and including January
4th, 1892. Children between the ages of five
and twelve years, half excursion rate.

For any further information regarding rates on
the W. & L. E. Ry., or any of its connecting
lines, apply to the nearest Agent of the W. & L.
E. Ry., or to

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THE BAY LINE

For Old Point Comfort, Norfolk
and the South.

Steamers leave daily (except Sunday) Union
Dock 6.30 P. M., Canton Wharf 7 P. M.; arrives
Old Point Comfort 7 A. M., at Norfolk at 8 A. M.,
Portsmouth 8.15 A. M. At OLD POINT COM-
FORT connect with CHESAPEAKE & OHIO
RAILROAD for Richmond, Charlottesville,
Greenbrier, White Sulphur Springs, Louisville,
Cincinnati and all points West. At NORFOLK
with NORFOLK & WESTERN RAILROAD for
Petersburg, Richmond, Lynchburg, Roanoke,
Bristol, Knoxville, Chattanooga, Memphis and
the Southwest; also with the NORFOLK
SOUTHERN RAILROAD for Elizabeth City,
Edenton and Eastern North Carolina. At
PORTSMOUTH, VA. with SEABOARD &
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Southern Pines, Pine Bluff Health Resort, Peach-
land, Mount Holly, Charlotte, Fayetteville, New-
berne, Wilmington, Charleston, Columbia, Aug-
usta, Savannah, Jacksonville and all PRINCIPAL
SOUTHERN CITIES.

Palace Steamers, Unsurpassed Cuisine, Un-
derbed Night's Rest, Sure Connection.
For tickets and information apply at Com-
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or on board steamers.

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Cleveland, Lorain & Wheeling R. R.

The Most Direct Route Between

CLEVELAND, OHIO,

—AND—

WHEELING, W. VA.

BEAUTIFUL SCENERY and QUICK TIME.

NO CHANGE OF CARS.

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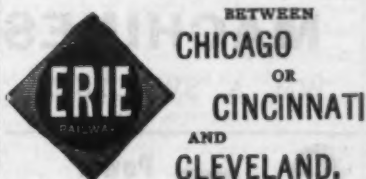
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Thousand Mile Books at 2 cents per
mile. Good to a Thousand Points.

Thousand mile books are now sold by the Cin-
cinnati, Hamilton & Dayton R. R., at the rate of
\$20, and will be accepted on all divisions of the
C. H. & D., and fifteen other roads, reaching a
thousand or more points. The purchase of one
of these mileage books assures the passenger not
only cheap riding but an ever ready ticket. They
will be good for passage between Cincinnati,
Indianapolis, Chicago, St. Louis, Toledo, Buffalo,
Salamanca, Ft. Wayne, Peoria, Ann Arbor, Cadil-
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following roads will accept them between all
stations: Buffalo & Southwestern, Chicago &
Erie and N. Y. P. & O. Divisions of the Erie
Railway, Dayton & Union; Dayton, Ft. Wayne &
Chicago; Flint & Pere Marquette; Ft. Wayne,
Cincinnati & Louisville; Grand Trunk, between
Detroit & Buffalo; Indianapolis, Decatur &
Western; Lake Erie & Western; Louisville, New
Albany & Chicago; Terre Haute & Peoria;
Toledo, Ann Arbor and Northern Michigan;
Wheeling & Lake Erie and Vandalia Line, for
continuous passage between Cincinnati and
St. Louis.



BUFFALO, NEW YORK AND
BOSTON.

DOUBLE DAILY SERVICE

VESTIBULED TRAINS,
PULLMAN SLEEPING
AND DINING CARS.

ALL THROUGH TRAINS LIGHTED BY GAS
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THE BEST ROUTE TO CHAUTAUQUA
LAKE.

For information call on the nearest railroad
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W. C. RINEARSON, General Passenger Agent,
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One block from new Penna. R. R. Depot.

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H. J. & G. R. CRUMP.

A FAVORITE RESORT FOR
ALL SOUTHERN TRAVEL.



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LEAVE CHICAGO 8.20 P. M. DAILY.

ARRIVE NEW ORLEANS 8.00 P. M.

Only 28 hours and 40 minutes en route.

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ARRIVE MEMPHIS 8.40 A. M.

Only 17 hours and 20 minutes en route.

Connection is made at NEW ORLEANS with
the LOUISVILLE & NASHVILLE train leaving
there at 8.30 P. M., reaching Bay St. Louis, Pass
Christian, Biloxi, Ocean Springs and other Gulf
Coast Resorts by bedtime, and JACKSONVILLE,
FLA., next evening. Through Sleeper, New
Orleans to Jacksonville.

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LOUISVILLE, NEW ORLEANS & TEXAS
train leaving there at 9.30 A. M., arriving at
VICKSBURG 7.45 same evening.

J. T. HARAHAN, ad Vice-President. T. J. HUDSON,
M. C. MARKHAM, Asst. Traffic Manager. A. H. HANSON,
Gen. Pass. Agt.

WHERE DOLLARS ARE MADE.



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through KENTUCKY, TENNESSEE, ALABAMA,
MISSISSIPPI, and LOUISIANA

OFFERS GREATER OPPORTUNITIES TO

SETTLERS,

MANUFACTURERS AND GENERAL

BUSINESS ENTERPRISES

than any other part of the U. S., vast bodies of

COAL, IRON, TIMBER AND FARM LANDS,

Also THOUSANDS OF ACRES OF LONG

LEAF YELLOW PINE for sale cheap.

This road runs through the thriving towns of
Lexington, Danville, and Somerset, Ky.; Rock-
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Payne, Attalla, Birmingham, and Tuscaloosa,
Ala.; Meridian, Hattiesburg, Jackson and Vicks-
burg, Miss.; New Orleans, Delhi, Monroe, and
Shreveport, La. Some of the new towns will
donate money and land to locate manufacturing
enterprises.

The R. R. Co. will make low rates for
Passengers and Freight, and afford invest-
ors every opportunity to examine the dif-
ferent localities. If necessary, will send a
representative with the party.

Full particulars, and any required information,
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D. G. EDWARDS, G. P. & T. Agt.

O. & C. Route, CINCINNATI, O.

The Markets.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, December 2, 1891.

The reported sales of upwards of 200,000 tons of steel rails during the past two weeks, most of which took place in Western mills, has been substantially confirmed. Pennsylvania mills have been credited with having sold during the past week or eight days about 65,000 tons, of which 15,000 tons were purchased by the Norfolk & Western. The Chesapeake & Ohio Co. are said to be in the market for a small lot for repairing. It is stated on the authority of New York and Philadelphia brokers that there are strong probabilities of contracts for between 60,000 and 80,000 tons being placed either immediately before the holidays or immediately after. The Illinois Central has considerable new track-laying to do which can be done in midwinter, and some of the rails just purchased are for that company. These facts may and may not indicate that there is a general movement on foot among steel rail users to place winter and spring orders. Prices are certainly at the lowest, and every upward movement in general trade and manufacturing jeopardizes present low quotations. The rail-makers have certainly shown their ability to prevent ruinous rates in a year of universal depression in the rail trade. The demand for slabs and billets and other material has extended greatly, and their capacity in many instances has been profitably directed in that way, so that railroad people know that any change in prices is more likely to be against them than for them.

The most encouraging feature of the iron trade, outside of the heavy transactions in steel rails, is the heavy orders for rolling stock that are being placed. One authority estimates, or perhaps guesses, that the contracts for cars placed within two weeks or over will count up to 14,000 cars, and another guess is that there are orders likely to be placed soon for at least 20,000 more, which statements must be taken with caution. It is a fact, however, known by all in railroad traffic circles that there is fully that number of cars badly wanted, and perhaps this is the basis of the alleged "estimate." Giving these people their way in the matter, it may be said that the requirements in iron and steel would exceed 100,000 tons if these orders are placed. Supposing there is sufficient capacity, orders for so much material placed within four or six weeks would certainly impart a very strong undertone to the market, if not a decided upward tendency. Iron and steel-makers are naturally in a more hopeful frame of mind and try to believe that a better condition of things is near at hand. Ship and boat builders expect to be able in January to present large specifications for plates and shapes for new work soon to be awarded. The building of whalebacks is also to be undertaken on a large scale, and this means, when the time comes, quite an additional demand for iron and steel.

The favorable conditions are helping the iron trade prospectively. With all our enormous capacity, manufacturers of crude material feel that it is only a question of time when they will be able to sell all they can make, and at better prices than at present. The bar mills are doing a little better. Nails keep low. Sheets are firm. Structural mills are all fairly busy, and much new contract work is set down for January.

HARDWARE.

There is general complaint of dullness in the hardware trade, particularly in the South. Buyers are very conservative, and refuse to place orders for spring delivery excepting such leading goods as they are

compelled to purchase. Prices are unchanged, and the manufacturers are at a loss to know whether to shut down or manufacture for stock. Salesmen report the demand for goods as being exceedingly light and the stocks in the hands of jobbers large for the season. It is to be hoped that January will open up better than the present indications warrant.

HAVE you real estate notes, municipal or county bonds that you want to convert into cash? If it is a Southern note or bond you can advertise it free, four times, in the MANUFACTURERS' RECORD.

SALASEE PLASTERING FIBER.

Superior to Hair in all respects and costs less.

"This fiber was used exclusively in the building of the TAMPA BAY HOTEL CO., because it made better work than any article offered in any market."—J. A. WOOD, Architect, 151 Broadway, New York. Address, LOOMIS MFG. CO., Fernandina, Fla.

ACME CEMENT PLASTERING

You can have a wall on your house as hard as portland cement at lime mortar prices. Estimates furnished for work at any point.

CULVER & LANDON,
719 13th Street, Washington, D. C.

IRON AND BRASS FOUNDERS.

HAIGHT & CLARK,

Albany, N. Y.

Fine Gray Iron, Brass and Bronze Castings. Only the best quality of metals used. Send samples for estimate. Nickel, Brass and Bronze Plating.

TAYLOR.

BEST YORKSHIRE BAR IRON,

The best material for Staybolts, Piston Rods, Crank Pins, etc.

USED BY LEADING RAILROADS.

Sole Representatives in the United States,

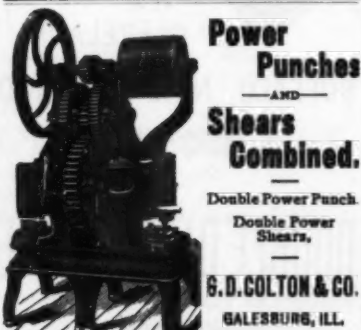
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Power
Punches
—AND—
Shears
Combined.

Double Power Punch.
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G. D. COLTON & CO.
GALESBURG, ILL.

Thacher Patent Belt Fastener.



THE CLAFLEN MFG. CO.
CLEVELAND, OHIO, U. S. A.

We Guarantee DIXON'S BELT DRESSING to Prevent Slipping and Preserve the Leather. Send for Circular and Testimonials. JOS. DIXON CRUCIBLE CO., Jersey City, N. J.



Southern Agents.—L. M. Rumsey Mfg. Co., St. Louis, Mo.; Smith-Courtney Co., Richmond, Va.; Atlanta Rubber Co., Atlanta, Ga.; Baker, Sisco & Co., New Orleans, La.

The "Original Candy"

Sewed Cotton Duck Belting.

Especially adapted for Main Drivers, Saw Mills, Cotton Gins, Cotton Presses, and for all places where belts are subjected to moisture or atmospheric changes, the "CANDY" stands paramount.

For further information, prices, etc., write

The Candy Belting Co.
BALTIMORE, MD.



The Only Manufacturers of Raw Hide Belting in the Country.

The Chicago Rawhide Mfg. Co.

—MANUFACTURERS OF—

RAWHIDE BELTING, LACE LEATHER,

ROPE, LARIATS, FLY-NETS,

Picker Leather, Stock and Farm Whips, Washers, Hame Straps, Hame Strings, Halters and other Rawhide Goods of all kinds, by Krueger's Patent.

This Belting and Lace Leather is not affected by steam or dampness; has more grip than any other; never becomes hard; is stronger, more durable and the most economical belting made. Especially adapted for the Southern trade on account of its resistance to moisture. The Rawhide Rope for Vaud Belting Transmission is SUPERIOR TO ALL OTHERS.

72 and 78 OHIO STREET, CHICAGO, ILL.

LEVIATHAN BELTING

Positively Unequaled for Strength, Durability and Traction Power; Unaffected by Heat, Steam or Water.

BELTS FOR MAIN DRIVING AND WORK OF A HEAVY NATURE.

SOLE MANUFACTURERS,

MAIN BELTING CO.

1219-1235 Carpenter St., PHILADELPHIA.

248 Randolph St., CHICAGO.

Send for Price-Lists and Samples.



BAUER & BUHRER, Proprietors.

STURGIS, MICH., July 12, 1890.

The Cast Manufacturing Co., Columbus, Ohio:

GENTS—We started mill July 7th. The 12 pair gr18 rolls you furnished us worked perfectly. They are so easy to adjust, so simple to handle, feed so regularly, grind so nicely and even, and work so smoothly on the whole, that we have no hesitancy in stating that we cannot see how they can have a superior, if equal. Aside from their perfect work, they are models of beauty and finish, and a decided ornament to any mill. We enclose clippings from papers. We are, with best wishes,

Very truly yours,

BAUER & BUHRER.

For full particulars regarding the best FLOUR OR CORN MILL
MACHINERY, address



CINCINNATI, November 28, 1891.

The market continues quiet in accordance with expectations. There has been no large buying to speak of during the past week. A fair run of orders from carloads up to 500 tons have been placed. Two or three contracts are reported, but not of large amounts, and it seems to be the general expectation now that there will be but little heavy buying until after the holidays. The consumption of iron goes on at a liberal rate, but does not increase as rapidly as some sanguine makers had expected. There is no change in price, but the general tendency has been toward weakening. There is more disposition on the part of Southern furnaces to accept contracts running into next year, but for the most part these are avoided. Furnaces prefer to make closer prices for nearby deliveries and wait for what the future will bring.

Money matters and all the things affecting general business continue as favorable as could be desired. Merchants and manufacturers are acting conservatively, and there is every reason to believe that whatever prosperity may come will be well-grounded and something more than temporary.

We quote for cash f. o. b. cars Cincinnati:

Southern coke No. 1 foundry.....	\$15 00	63 15	50
Southern coke No. 2 foundry and			
No. 1 soft.....	14 00	61	45
Hanging Rock coke.....	15 00	62	50
Hanging Rock charcoal No. 1.....	20 00	62	25
Tennessee charcoal No. 1.....	17 00	61	17
Jackson Co. stone coal No. 1.....	15 50	57	17
Southern coke, gray forge.....	12 75	53	15
Southern coke, medium forge.....	12 50	52	13
Southern Alabama C. W.....	15 00	56	15
Tennessee C. W.....	15 00	56	15
Lake Superior C. W.....	19 00	56	20

CHICAGO, November 28, 1891.

Continued dullness characterizes the market in this vicinity, with little hope of increase in the volume of business during balance of this year. A moderate line of orders are being booked, mainly for Southern coke iron, quick shipment often being one of the principal conditions upon which orders are placed. This is owing, in a measure, to limited car supply. Prices on coke metal remain unchanged, and furnaces fairly well sold up. Lake Superior charcoals show but little activity. Consumers report good run of business, and fair outlook in all lines of trade.

We quote for cash f. o. b. Chicago:

Southern Coke No. 2 foundry.....	\$15	25	\$16	00
" " No. 2 soft.....	14	50	15	25
Lake Superior charcoal, Nos. 1-6...	17	25	18	50

PHILADELPHIA, November 28, 1891.

Buyers of iron are now getting ready to cover their wants for delivery after January 1st, running through three to six months. They are, however, unable to buy quite as close for those deliveries as they can for immediate or early shipment. Several of the largest pig iron producers in the South have refused large orders for delivery running through next year. Some of the largest furnaces in the Pittsburgh district have tried to buy next year's ore at present

or this year's prices, but we cannot hear of any sellers of ore willing to enter into a contract of that kind on present basis of price. Steel is in good demand, but prices remain unchanged.

We quote f. o. b. Philadelphia:

Ohio Softeners, No. 1 X.....	\$19 25	\$19 50
" " No. 2 X.....	18 25	18 50
Standard Penn No. 1 X.....	17 50	18 00
" " No. 2 X.....	16 50	17 00
Strong Neutral Forge.....	14 50	15 00
Lake Superior C. C.....	20 00	21 00
Standard So. C. W. Bibb, Attalla, etc.	22 50	23 00
Bessemer Steel Billets and Slabs.....	66 75	67 25

ROGERS, BROWN & Co.

BUFFALO, November 28, 1891.

In a general way the market is quiet and dull under the custom, usual at this time, of curtailing purchases until after the first of the year and the inventory. A few of the large buyers have been in the market making contracts for deliveries well into next year, apparently attracted by the extremely low prices now prevailing, and the probability that any change in the market will be in an upward direction. With these exceptions the buying has been of the "hand-to-mouth" character.

We quote for cash f. o. b. Buffalo:

No. 1 X Fdy, Strong, Coke Iron, Lake Superior ore.....	16 00
No. 2 X Fdy, Strong, Coke Iron, Lake Superior ore.....	15 25
Ohio Strong Softener No. 1.....	15 75
Ohio Strong Softener No. 2.....	15 50
Jackson County Very Heavy 1.....	15 50
Jackson County Silvery No. 1.....	15 00
Lake Superior Charcoal.....	14 50
Tennessee Charcoal.....	16 00
Southern Strong No. 1.....	16 75
Southern Strong No. 2.....	16 25
Southern Soft No. 1.....	16 25
Southern Soft No. 2.....	15 50
Alabama Wheel.....	20 00
Hanging Rock Charcoal.....	21 00

LOUISVILLE KY., November 28, 1891.

There is a fair demand for iron where furnaces are willing to sell for six months of next year, though prices show no improvement over a basis of \$10 for Grey Forge at furnace. Consumers are willing to purchase for six months beginning in January, but there are few inquiries for immediate delivery. One lot of 300 tons No. 2 foundry controlled by outside parties was sold at basis of \$10 50 furnace.

Car-wheel irons are still offered very low for this year, but furnaces are talking of \$16 at furnace and upwards for deliveries beginning after January, though prices for immediate shipment are as low as at any time made.

Old wheels are selling basis of \$16.25 cash cars Louisville.

We quote for cash f. o. b. cars Louisville:

Southern Coke, No. 1 Foundry.....	\$14	50	13	60
" " " " " "	"	13	50	14
" " " " " "	"	13	00	13
" " " " " "	"	12	50	13
" " " " " "	"	16	00	17
" " " " " "	"	18	00	20

GEO. H. HULL & Co.

THE Chicago Steel & Iron Roofing Co. is notifying its patrons and the public generally, that for the convenience of both buyer and seller, office accommodations have been secured at 266 Dearborn street, Room 376, Boylston Building, Chicago, Ill. The company's offices were heretofore located at its works, 376-384 Canal street, Chicago. This change will be appreciated by the large number of persons doing business with them.

The MANUFACTURERS' RECORD has repeatedly urged upon the people of Mississippi the great importance of developing their cotton manufacturing interests, and we are glad to see that the bankers who attended the recent bankers' convention in New Orleans, and many of whom visited Mississippi, were impressed with the cotton manufacturing possibilities of that State. They were amazed at the great Wesson mill and its splendid success, and learned from its history how profitable similar enterprises could be made, and how they would advance the prosperity of Mississippi. Several of the Northern bankers were interviewed in Memphis by the Appeal-Avalanche, and from their statements we take the following:

Mr. Jas. H. Willock, president Second National Bank of Pittsburg: "My trip through the South has been one of continued surprise. I had never been south of the Ohio river. I was chairman of the executive council of the National Bankers' Association last year, and at its last meeting in New York city I moved that the next meeting be held in New Orleans, in order that I might get a view of this country. I am constrained to say that when your magnificent and inexhaustible resources have been fully developed you will have the finest and wealthiest section of this whole country. I visited the cotton mill at Wesson, Miss., and found 2,000 white operatives at work there turning out a fine grade of material. These employes all looked healthier, cleaner, happier and more prosperous than those to be found in the North. I also visited the mill at Carrollton that is lying idle. It is a splendid structure, massive and substantial, is located in the center of a fine cotton-producing section, convenient to railroads and with a market in every direction; and as I looked at that place, with machinery growing rusty from disuse, I asked myself, what is wanting here? Money—nothing but capital. I say if you had a photograph of that mill at Wesson displayed all over the North, you could get capital to operate 20 such plants. We have money up there that wants investment, and more that is invested poorly, and should be put in better paying business, and I say the place for it is the South."

Mr. J. B. Wilson, president Lincoln National Bank, Washington: "We saw opportunities for investment that should meet the instant appreciation of the Northern capitalists, and I have no doubt that it would only be necessary to make your advantages and resources known in the money centres to bring down an avalanche of investors. We saw the cotton mills at Wesson in full operation, and came to the conclusion that similar enterprises should be established in all parts of the cotton-growing country. We were also shown over the plant at Carrollton by Mr. A. E. Randle, the president of the company that

controls the mill, and were struck with the feasibility of its successful operation. The building is large and roomy, the surroundings are healthful and pleasant, and all the conditions that go to make a good manufacturing site are there in abundance. I have never seen a better opening for the use of capital than this and other such enterprises that we saw offer to the man of means. I should not look elsewhere for an opening."

BESSEMER CITY, N. C., Nov. 17, 1891.

Editor Manufacturers' Record:

There has been considerable doubt expressed by some who wish nothing success except their immediate locality, as to our company having a subscription from Mr. John Inman, president, of 30 per cent. of the cash capital of a furnace, steel plant or other manufacturing concerns located at Bessemer City. While we care nothing, generally speaking, for doubts or even direct attacks upon us by the class of individuals named, yet I deem it to be my duty to let those who have invested and those who contemplate investing in Bessemer City know whether there has ever been any grounds for apprehension as to Mr. John H. Inman's subscription on behalf of the Richmond & Danville Railroad. And right here I beg to say we are so favorites of the Richmond & Danville Railroad; we pay for what we get, and the Richmond & Danville knows that whenever we get one dollar out of them on their subscription they will get four out of us on account of the increased traffic our enterprises will give their road. It is what the Alliance speakers would call working for part of the crop. Mr. Inman made his subscription on May 25, 1891, before the public knew we were going to have a Bessemer City, requiring us to enter into a definite agreement within six months as to the amount of stock he should take, etc. The six months was out the 25th of this November, but Mr. Inman extended that time six months longer, and below I give you an exact copy of his renewed contract, which I showed you in person.

J. A. SMITH, Sec. and Treas.

RICHMOND & DANVILLE RAILROAD CO.
OFFICE OF THE PRESIDENT, 80 BROADWAY.
JOHN H. INMAN, President.

NEW YORK CITY, November 3, 1891.

MR. J. A. SMITH:

Dear Sir—Referring to my letter to you of May 28, 1891, offering on behalf of this company to subscribe towards the erection of manufacturing establishments at All Healing Springs Station (now Bessemer City), N. C., on the line of this road, an amount not exceeding 30 per cent. of the cash value of any such plant and actual money in the business, I beg to say we will extend our offer thus made until May 2, 1892, the full terms and conditions of said letter of May 28, 1891, to still apply and be fully binding in every respect.

Very truly yours,

JOHN H. INMAN, President.

Eastern Lumber Markets

[Special Cor. MANUFACTURERS' RECORD.]

NEW YORK, December 1, 1891.

The salient features of the New York local lumber market are these: Business has fallen off in all lines excepting finishing lumber, the demand for this being just now particularly good. As to white pine, nothing is being done even among retailers. Even North Carolina stuff is not moving. Yellow pine is steadier than for months, owing to the new shape in which trade interests have been recently placed. People are waiting to see how it will act, and what effect the new combination will have. The falling off in distribution here and elsewhere throughout the East is not unusual at all. The more important point and fact is that buyers are not heavily loaded up as a rule; some few are, but, taking the trade all through, there is an excellent future for a distribution of lumber products of all kinds. The trade will not be disturbed by market fluctuations, as the tendency is rather to firm up than to weaker rates. An advance is, of course, out of the question, but very low selling prices are being withdrawn by some of the wholesalers who have been holding out tempting inducements for the past few weeks.

Car-building material is in quite active demand at several points, and it is learned that there will be a marked depletion of well-dried stocks at an early day. A rush of car building is quite probable this winter, and as builders have had a very moderate amount of stock on hand, holders of oak especially are looking for considerable business at an early day.

In trade circles one hears now and then of a possible "shortage." It is such a nice thing to talk about, and would mean so much to the lumber interests that there is perhaps much more made out of the remote possibilities of a shortage than really there is cause for or room for. Buyers are not paying any attention to what they may need next spring. There is one point worth mentioning in this connection, viz., that there seems to be a general impression that contracts for new work calling for lumber, iron, steel, etc., for spring work will be closed earlier than usual. This will help the lumber trade. From all points the news comes that prices are firm. In the Northwest there is very little cargo movement, and the rail shipments have fallen off for the present.

Furniture manufacturers are buying quite freely of hardwoods and paying either cash or giving short notes. Throughout the Mississippi valley there is a very strong and healthy tone to the entire market. Preparations are everywhere being made for a large cut. Logging railway facilities will expediate log shipment next season throughout a large area in the Northwest. The New York trade that handles North Carolina pine will be glad to see the suggested improvement in drying that product introduced. It has long been a complaint that there is too much haste in its preparation. The establishment of a standard gauge for making flooring and ceilings will do much good. There is no need to discredit such a valuable product by deficient care or disregard for the market requirements. That the organization will be strengthened when the real advantages to be secured are made plain, the trade here is fully convinced. Besides that, the increasing output and increasing competition in North Carolina pine calls for the kindly hand of organization to harmonize unnecessarily conflicting interests. There is nothing new in hardwoods, except that there are under consideration a few offers of large lots in the West and at two or three places in the South, but the trouble is the holders want a trifle too much money.

Subscribe to the MANUFACTURERS' RECORD.

THOS. J. SHRYOCK & CO.

WHOLESALE

Lumber and Commission Merchants,
YELLOW PINE and HARDWOOD,
Shryock's Wharf, Baltimore, Md.
Correspondence Solicited.

E. B. HUNTING & CO.

BALTIMORE, MD.

JACKSONVILLE and FERNANDINA, FLA.
and SAVANNAH, GA.

WHOLESALE MERCHANTS
AND MANUFACTURERS OF

Yellow Pine Lumber

Buy for cash on cars at Mills and sell delivered to all points reached by rail or water. Write Baltimore Office.

JESSE THOMPSON & CO.

Georgia Pine Timber,
RIFF FLOORING.

Delivered at any Point. Prices Quoted.
AUGUSTA, GA.

THE EDWIN BELL & SONS CO.

MANUFACTURERS OF

Nail Kegs, Flour and Fruit Barrel
Stock, also HOOP MACHINERY.
Write for prices on Hoops, Heading and Staves.
Mills, Northwestern Ohio.

Headquarters, YOUNGSTOWN, OHIO.

Greer Machinery Co.

KNOXVILLE, TENN.

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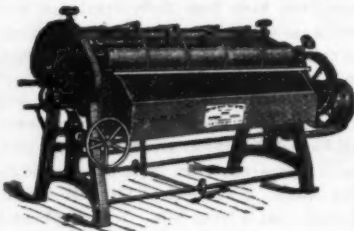
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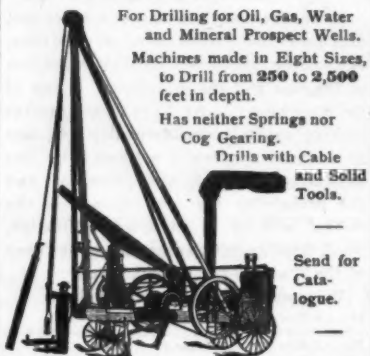
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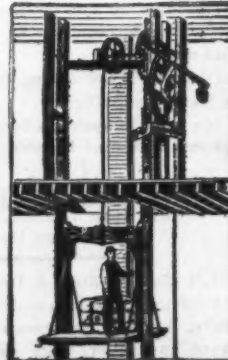
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COTTON AND THE SOUTH.

How Cotton Manufacturing Would Increase Southern Prosperity.

The South Furnishes the Cotton for the Mills of Great Britain and New England.

Mr. A. E. Randle, president of the Delta Cotton Mills, Carrollton, Miss., is at the Gayoso in company with a number of Eastern capitalists. Mr. Randle is a native Mississippian, and one of its most successful and sterling business men. In response to a request of a reporter of the Appeal-Avalanche, he gave the following interesting and valuable information concerning cotton and cotton mills.

Having come upon the stage of life since a change from the old to the new system of labor in the South, and, through this change in common with many others, suffered pecuniary losses by the emancipation of the slaves, yet I believe this change was beneficial to the future welfare of the South, and the rapid strides in improvement and wealth verifies this claim, especially in the manufacture of its leading product, cotton; although it must be admitted that this industry is still in its infancy, as shown by the number of spindles in the Southern States, the total being only 1,800,000, while Massachusetts alone has 5,995,875, and Fall River over 2,000,000 spindles. Thus that small town manufactures more cotton than the entire South. Many times have I when a boy, riding across the cotton fields, wondered what became of the immense amount of cotton raised in the South. I saw nothing of the cotton after it was packed until it came back in the shape of goods. Not until I visited New England did I understand the enormous wealth and benefit derived from the manufacture of cotton. The South offers every advantage—a cheap labor market, an equable climate, where the need and cost of raiment and shelter are reduced to a minimum; immunity from taxation for a period of years, cotton at the mill door, fuel near, both wood and coal. With all these advantages in this, the age of "educated machinery," instead of skilled labor, we may expect great developments in the South from the manufacture of cotton, inasmuch as nowadays, instead of machinery aiding man, as in the past, to-day man simply aids machinery in the manufacture of cotton.

With these facts before us, why is so much of our cotton shipped abroad to be manufactured? England gets three-fourths of its cotton from the United States; feeds its operatives on American production, and then compete with us in the markets of the world in the sale of our cotton goods. Take Central and South America for instance. \$50,000,000 worth of cotton goods are imported annually, which does not include the West Indies, where the im-

ports are about \$12,000,000 more. Of this \$50,000,000 England furnishes \$41,000,000 and the United States only \$4,000,000, the remainder being from France, Germany and other foreign countries. Last year Brazil alone imported \$16,000,000 of cotton goods from England and only \$600,000 worth from the United States. So we see there is a market for all the goods that can be manufactured throughout the Union. Cotton-planting in the South has been for many years its principal agricultural production, and what has it done for this "sunny clime?" In 1860 the South was the richest part of the country, but in 1870, after the loss of 4,300,000 slaves and the devastation of war and the reconstruction period, it was the poorest country under the sun.

History does not give us a parallel instance in its pages where a country has regained its wealth as rapidly as the South, and this was due largely to the great wealth derived from the product of cotton. But this is not all that cotton has done. Visit New England and you will find towns whose whole support is from the cotton industry, and still further we trace the power of cotton from Southern States across the broad Atlantic. What do we find there? Isn't it astonishing, after knowing what cotton has done for the South and New England, to find even in Great Britain over 5,000,000 people employed by the cotton industry, a large portion of which comes from the United States. Who could estimate the future wealth of the Southern States if all the industries in New England and Great Britain established for the manufacturing of cotton were transferred to their proper place, the South?—Memphis Appeal-Avalanche.

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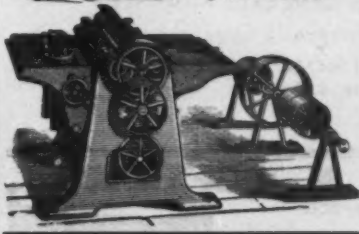
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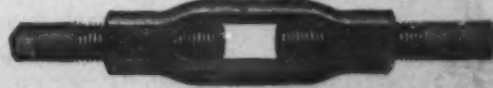
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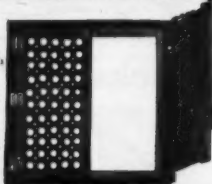


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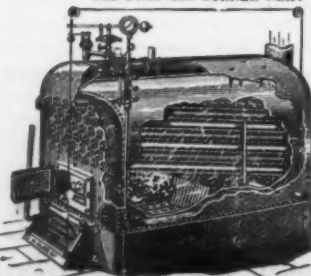
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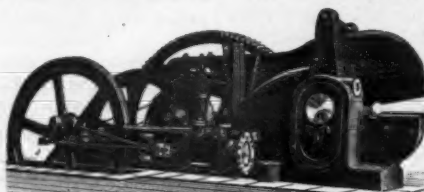
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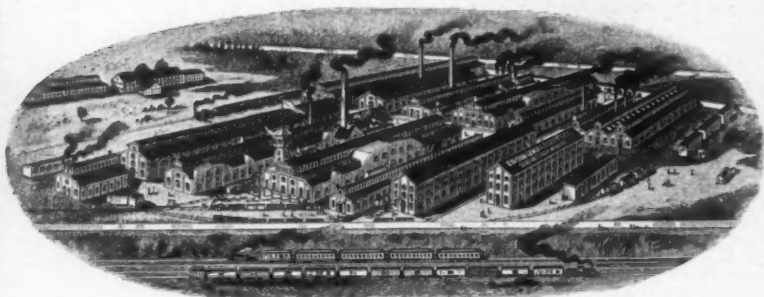
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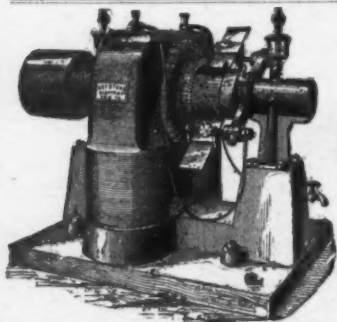
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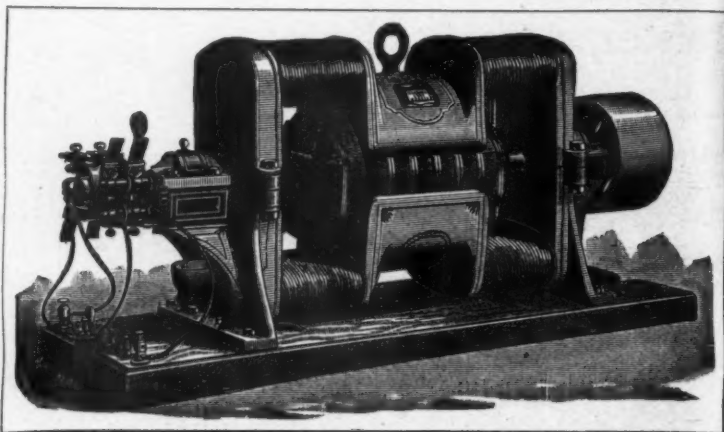
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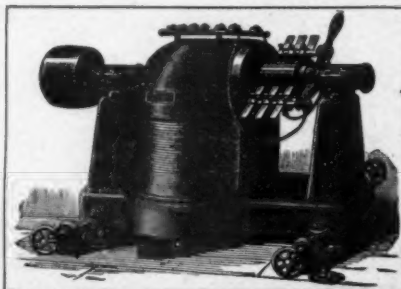
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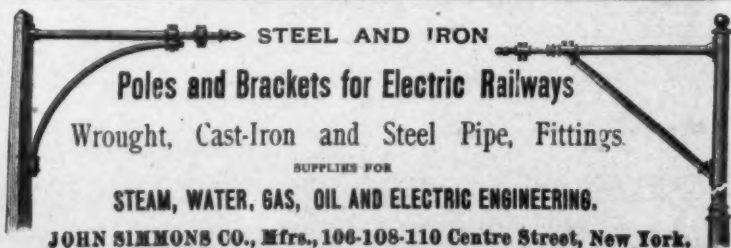
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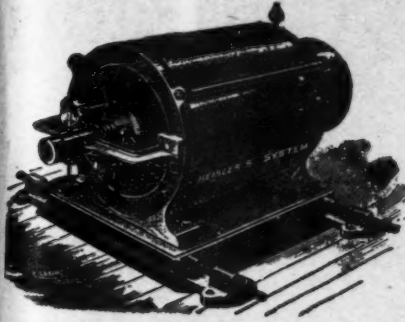
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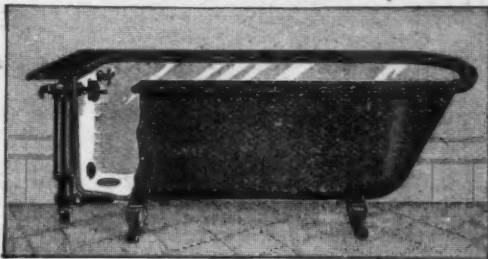
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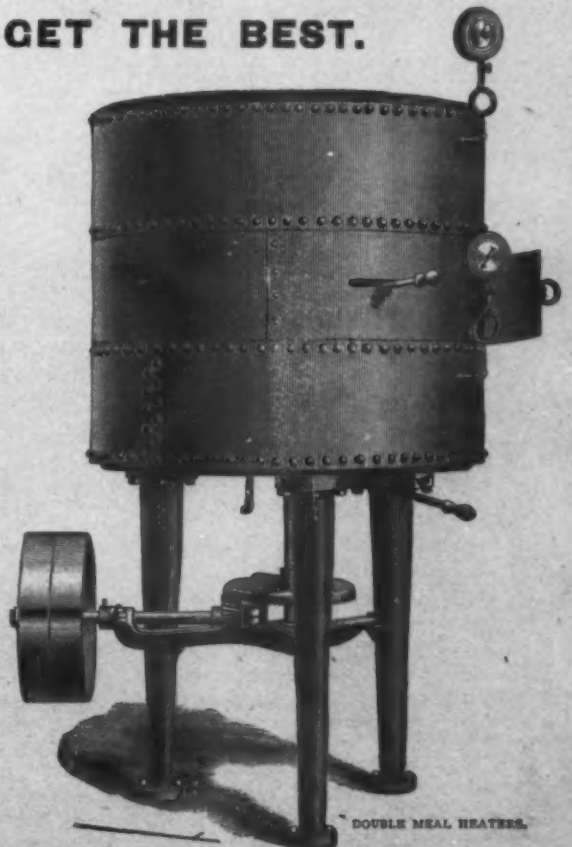
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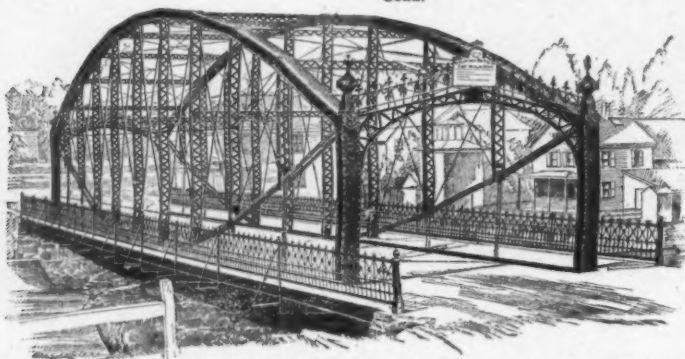
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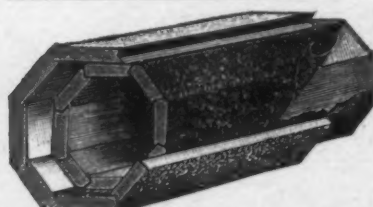
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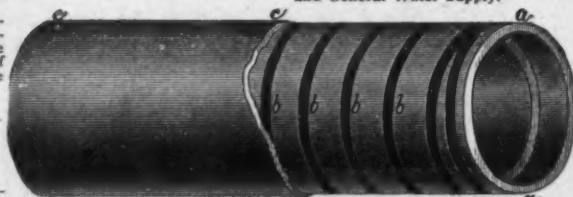
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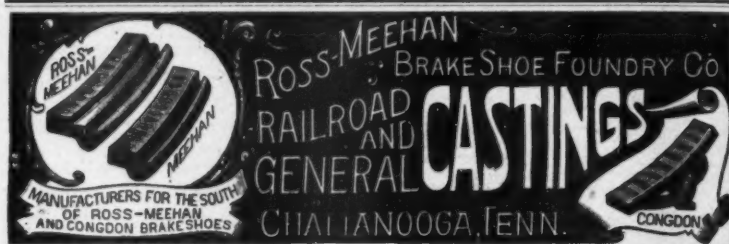
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